

# Local Railway Items from Area Papers - Huron and Quebec Railway

21/09/1874 *Ottawa Citizen*

*Huron and Quebec*

*Ottawa*

## THE HURON AND QUEBEC RAILROAD

Mr. John Fowler, the Managing Director of the above proposed line of railroad, on Saturday afternoon met a few of the leading citizens of Ottawa, among others the Hn. Jas. Skead, Mr. J. M. Currier, M. P., and His Worship the Mayor, for the purpose of explaining the project and announcing the amount of support in the shape of bonuses expected from the city and county. Mr. Fowler said that about \$7,000 per mile, independent of the Government grant, had been promised, and in some cases, by laws with reference to grants in municipalities west of Peterborough. That town and county had already promised \$250,000 ; Goderich town, where the Lake Huron terminus will be situated, has voted \$100,000.

### THE ROAD WILL BE A PERFECTLY STRAIGHT ONE,

running from Goodrich to Ottawa, and will be laid with steel rails to Orangeville, and also from the City of London, via Stratford, and then to Orangeville direct, having a junction at that town, thence by Air Line to Newmarket, Uxbridge, Lindsay, Peterboro', Ottawa Montreal and Quebec out by about seventy miles, than by the present Grand Trunk route, being a saving of from seven to ten cents per bushel on wheat and in freight; also \$3 per head on passengers besides six hours of time saved. The Huron and Quebec will cross and connect with not less than thirty-three other railways running in the province of Ontario, all of which will be largely interested, viz:-

- 1 Grand Trunk t
- 2 Buffalo and Huron
- 3 Wellington, G and B.
- 4 do Southern Ex
- 5 Bridford? and Huron
- 6 London &Huron
- 7 Toronto G. & B.
- 8 Mount Forest Ex
- 9 Hamilton & N W
- 10 Northern
- 11 North Simcoe
- 12 Ontario Central
- 13 Toronto & Nipissing
- 14 Whitby and Port Parry
- 15 Bowmansville & Lindsay
- 16 Midland
- 17 Victoria
- 18 Bobcaygeon & Peterboro.
- 19 Coburg and Peterboro'
- 20 Grand Junction
- 21 Trent Valley
- 22 ?obourg & Mamora
- 23 Kingston and Pembroke
- 24 Brockville & Ottawa
- 25 Canada Central
- 26 Prescott & Ottawa
- 27 Ottawa & Montreal
- 28 Credit Valley
- 29 Great Western to Detroit
- 30 Great Western to Sarnia
- 31 London and Port Stanley
- 32 Canada Southern
- 33 do do Mooretown branch.

The company expects bonuses from the counties, towns and villages to the amount of \$7,000 per mile, \$3,000 per mile from Government. It is the intention of the company to make this line the very best in the province, as the grades will be easy, curves very few and no bridging worth speaking of. It will run right along the watershed through the whole of Ontario. \$20,000 per mile will make a first-class road, and \$10,000 per mile will equip it with ample rolling stock. Mr. Fowler claims that they will be able to take thirty cars in a train where the Grand Trunk can only take twenty, keeping the working expenses at the very lowest mark, and by that be able to carry freight at a reduced rate, giving the country the whole benefit of the shortest, best and the cheapest route to the greatest markets in the world, that is Montreal and Liverpool. The Huron and Quebec Railroad Company are about amalgamating or making running arrangements with the Great Western railroad company from London to Sarnia, Detroit and Port Stanley, so that freight can be shipped at any station in Canada to any station in the United States without transshipment or change of cars. This will give Canada what she wants to make a railway system complete, and compete successfully for the through as well as the local business for the whole Dominion, also for the entire Western States, it being the shortest route between the Far West and Liverpool by over a thousand miles than by the way of New York or Boston through the States.

A public meeting is being held in the City Hall this afternoon at which Mr Fowler is explaining more fully the advantages which will accrue to Ottawa and its surroundings if the road be constructed.

Huron and Quebec Railroad.

Meeting in the City Hall

A public meeting was held yesterday afternoon in the City Hall for the purpose of discussing the project of building the line of railroad between Goderich and Ottawa.

His Worship the Mayor was called to the chair, and Mr. J. P. Robertson was asked to act as secretary.

The following gentlemen were present:- The Hon. James Skead, Mr. J. M. Currier, M. P., His Honour Judge Lyon, Mr. E. McGillivray, Mr. Swallowell, Mr. H. Nagel, Mr. Le Sueur, and others interested in railroad matters.

His Worship briefly explained that the plan was similar to that proposed by Mr Hubertus some time ago, and towards which the city council had voted for the purpose of surveying the ground \$1,000. He called upon Mr. Fowler, the managing director of the road, to make some explanation respecting the line of route, probable cost, etc, etc.

Mr. Fowler then read some letters from the representatives of Sir Hugh Allen, in respect to appointing him (Mr. Fowler ) to get out the charter and put the project upon a substantial basis, so far as regards getting bonuses, etc. From what he said, it seemed that Sir Hugh Allen had promised his assistance in floating the bonds in the English market, if the road was guaranteed some assistance by the Government. He detailed the amounts proposed to the road by the various municipalities through which it would pass. After a most lengthy and exhaustive address upon the subject his observations, embracing chiefly that contained with reference to this matter in our issue of yesterday, he concluded by stating that it was his intention to ask for a bonus from both the city and the county - about \$250,000 from the city, and \$125,000 from the county - in furtherance of building the proposed road. He instanced the great advantages to a place, of encouraging railroads to communicate with them, and he mentioned several cases in point existing in Western Canada. He spoke for upwards of an hour, and concluded by thanking those present for according him the opportunity of laying before them the basis of the project.

Mr McGillivray said he did not think that the city and municipality was in a position to give a bonus of \$250,000 towards the road. What they were most interested in was the extension of the Canada Central road to Pembroke. He really did not in the face of the calls already made upon the city, see that it would be right to encourage Mr. Fowler in the belief that the council would saddle themselves with further debt, by granting a bonus to a new railroad scheme.

Mr. J. M. Currier, M. P., was surprised to hear Mr McGillivray use the line of argument he did, as in his (Mr. Currier's) opinion it would be better to have a separate and independent line, instead of being dependant upon the Grand Trunk. He thought Mr. Fowler's scheme far preferable to that offered by Mr. Hubertus, in as much that it opened up a Grand Trunk between Lake Huron and Montreal to Ottawa. As a rate payer of the city he should do all in his power to bring about the completion of the scheme. If the city could not give \$250,000 let it give \$150,000. There was no doubt but that as the city grew, it would require more railroad accommodation.

The Hon. Jazz. Skead characterized the project as being one of the grandest of the kind ever laid before them; he thought that if the city, however, should give a bonus on the condition that the workshops of the company be built here, the line should cease at Carleton Place and not make a direct line into the city. A portion of the money given might go towards the direction of what must assuredly be wanted shortly - a Union Station. He thought that Mr. Fowler had given them a good insight into railroad matters generally, and he was deserving of the thanks for his able explanation of the project. For himself, as a director of the Canada Central, and having in view the proposed extension to Pembroke, it would be inconsistent in him to advocate the construction of a direct line into the city; he therefore moved the following resolution, which was seconded by Mr. J. M. Currier, MP., "That after hearing the explanation of Mr. Fowler, respecting the construction of the Huron and Quebec railway from the city of Toronto direct to Carleton Place or Perth, Richmond, Franktown direct to Ottawa, to connect with the railways going east to Montreal and Quebec, this meeting is of opinion that it will be of great benefit to the whole province and worthy of liberal aid from the municipalities along the line and from both the local and Dominion governments"

The resolution was approved of by Judge Lyon, who advocated the building of as many roads leading to the city as possible.

After some further remarks from others of the gentlemen present, the resolution was carried and the meeting adjourned after a vote of thanks to Mr. Foster had been passed. A similar compliment was paid the chairman.

25/09/1874 *Ottawa Citizen**Huron and Quebec**Richmond*

Huron & Quebec Railroad.

Meeting at Richmond Village.

A large meeting of the ratepayers of the Village of Richmond and the surrounding township, held in the Town Hall of the village on the evening of the 23rd instant. Mr. W.H. Buder, Reeve of the village was requested to take the chair and Mr R. E. Lyon to act as secretary.

The chairman, in a few appropriate remarks, introduced Mr. Fowler, managing director, who having fully explained the benefits to be derived from railways, and the advantages of carrying out the scheme the following resolutions were carried unanimously:-

1st. Moved by Dr. Beatty, seconded by P. McElroy :- "That after hearing the explanations of Mr. Fowler representing the construction of the Huron & Quebec Railway direct from Toronto to Ottawa, via Perth and Richmond, to connect with the railways going east to Montreal and Quebec, this meeting is of the opinion that it will be of great benefit to this section of the country and the whole province, is worthy of liberal aid from the municipalities along the line, and from both Local and Dominion governments."

2nd. Moved by Mr. R.E. Lyon, seconded by D. McDougall:- "The Village Corporation be requested to grant a bonus of ten thousand dollars (\$10,000) to the Huiron & Quebec Railway, provided the said road be built by way of Richmond to Ottawa."

The above motions were ably advocated by the following gentleman, viz:- Dr. Beatty, P. McElroy, James Mills, Reeve of Marlborough; P.E. Lyon, Reeve of Goulbourne; H. McElroy, Rev. C. B. Pettit; and W. C. Read. P

After a vote of thanks to Mr. Fowler for his able explanations, and to the chairman, the meeting dispersed all satisfied with the results.

26/09/1874 *Ottawa Citizen**Huron and Quebec**Perth*

Railway Meeting in Perth. Sept 26.- The town hall, Perth, was crowded last Friday night to hear Mr. Fowler's explanations regarding the projected Huron and Quebec Railway, which is intended to run through Perth via Richmond to Ottawa, J. G. Haggart, M. P., in the chair. After listening to Mr. Fowler's concise and straightforward statements as securing the promise of workshops, etc., a resolution to the following effect was carried unanimously, being moved by Mr. Jas. Allen, merchant, and seconded by Mr. Robert. Meighan "That this meeting pledges itself on behalf of the corporation of the town of Perth to give the Huron and Quebec Railway scheme the sum of one hundred thousand dollars on condition of it passing through Perth as an independent line to Ottawa via Richmond, also on condition that workshops for the road be erected here, employing for at least twenty years not less than one hundred hands. That freight be carried as cheap to Perth by this by this road as over equal distance on the Grand Trunk, and the road to be commenced next year, and completed two years from passage of by-law." Also in the Almonte Gazette 2 October 1874

14/10/1874 *Ottawa Citizen**Huron and Quebec**Perth*

PERTH.

The Railway Bonus

Perth, 14th. At a meeting of the Perth Town Council last night, a by-law was read a first and second time, granting a bonus of one hundred thousand dollars to the Huron and Quebec Railway. The principal conditions upon which the bonus is promised are as follows : " That the road shall pass through Perth, via Franktown and Richmond to Ottawa, and completed through the County of Lanark within two years, and from Ottawa to Toronto within four years from the 1st of October inst. That a brick or stone station, eating rooms lor passengers, costing not less than forty thousand dollars, be erected within the Corporation, that not less than one hundred men be employed in the workshops within the first three years, and not less than two hundred after the first five years from the 1st inst., and that the rates for freight shall not exceed those charged by the Grand Trunk for equal distances." The by-law will be submitted to the ratepayers on the 6th of November, when it is expected that not a dozen votes will be recorded against it.'

21/10/1874 *Ottawa Citizen*

*Huron and Quebec*

*Merrickville*

HURON AND QUEBEC RAILWAY. - A public meeting was held at Merrickville on the 16th inst., at which it was resolved to induce the townshio of Wolford, Oxford, South Gower and the villages of Merrickville and Kemptville to grant a bonus of \$100,000 towards the xonstruction of the Huron and Quebec Railway, provided that the line passed through the village of Merrickville. - Recorder

28/10/1874 *Ottawa Citizen*

*Huron and Quebec*

*Almonte*

A delegation of railway men visited this town (Almonte) yesterday morning for the purpose of agitating a loop line of the Huron & Quebec Railroad. . Starting from this main line at Perth and running through Ferguson' Falls, Innisville, Carleton Place and making the terminus here. A bonus of \$20,000 is asked. The delegation went away perfectly satisfied. The freight business at this station is simply enormous, and the 'C. C. R. road rates are absurdly high, their station house, freight sheds and other buildings are small and shabby ; in fact no way proportioned to this business "or the place," her bonus is a sure thing, and their voting will merely a matter ol lorm

06/11/1874 *Almonte Gazette*

*Huron and Quebec*

*Almonte*

The Railway Meeting.

A meeting of the ratepayers of Almonte was held on Friday evening last in pursuance of a notice issued by the Reeve to take into consideration the propriety of granting a bonus to a branch of the Huron and Quebec railway, to run from Almonte to Perth and there to connect with the main line. Mr. Jamieson explained the object of the meeting, and gave what information he possessed in reference to the proposed line. His remarks were strongly in favour of encouraging railway enterprise, and he thought it would be in the interests of the village to have another line of railway. He argued, and with a good deal of reason, that the saving in freight would soon come to balance the amount of bonus. Mr. B. Rosamond characterized the scheme as a farce, which was being carried out for the purpose of hoodwinking the people; in fact he could not find terms sufficiently strong with which to denounce it. Mr. Scott also opposed the road, and gave some information respecting the B. & O.R. Mr. Hayes, Mr. Patterson and other gentleman argued that the road would be no advantage to Almonte and that it would be better to give a bonus to a woolen or cotton mill. Dr. Patterson and Mr. Jamieson both spoke in its favor, but the majority of the meeting were evidently against it. Mr Gemmill moved a resolution to the effect that it was not expedient to grant a bonus; and Mr. Wallace moved in amendment that the question be deferred until Mr. Fowler should be present to give full explanations. The amendment was carried, and the meeting adjourned.

17/11/1874 *Ottawa Citizen*

*Huron and Quebec*

Perth. The engineers of the Huron and Quebec Railroad Company are making rapid progress in locating the line from Perth to the city of Ottawa via Franktown and Richmond, the line now being surveyed is the most practicable, and will open up the most valuable mineral deposits of the country.

21/11/1874 *Ottawa Citizen*

*Huron and Quebec*

*Perth*

PERTH NEWS.

(From the "Courier")

The engineers are busy locating the line of the Huron & Quebec Railway between this point and Richmond, and find a very easy and diiect route. Mr. Fowler has been for a week or so past in Toronto, watching the progres of the bill to amend his charter, through the Legislature.

23/11/1874 *Ottawa Free Press*

*Huron and Quebec*

*Richmond*

Huron and Quebec Railway. The surveyors, now engaged in running the line for this railway between Perth and Ottawa will reach Richmond about the 5th of December and, in two weeks later, the line will be run through to this city.

Several farmers in the vicinity of Richmond, are waking up to their own interest. They have already declared their intention to grant a right of way through their farms to the Huron and Quebec Railway.

23/11/1874 *Ottawa Citizen*

*Huron and Quebec*

Mr. Fowler submitted his Huron and Ontario Railway scheme before a committee of the city council on Saturday evening. If they get a bonus of \$250,000 they will bind themselves to expend \$50,000 of it on a Union station at Ottawa.

25/11/1874 *Ottawa Citizen*

*Huron and Quebec*

*Richmond*

THROUGH a typographical error in Saturday's issue of THE CITIZEN we were made to hay that a bonus of \$2,000 was voted to the Huron & Quebec Railway by the Richmond Council. It should have been \$10,000..

The Huron & Quebec Railway.

**METING OF THE RATEPAYERS IN THE CITY HALL LAST NIGHT**

Recommending the council to submit a By-law to the Citizens to grant a bonus to the Huron and Quebec Railway - Ald McDougall estimates the city debt at only \$800,000 - the Mayor concurs and gives a certain paper a dig in the fifth rib

The meeting called by His Worship the Mayor, to consider the propriety of granting a bonus of \$250,000 to the Huron and Quebec Railway was not so largely attended last night as a matter of such importance to the city should be. There were only about forty or fifty persons who interested themselves sufficiently to attend. Among them were His Worship the Mayor, Hon. Jas Skead, Aldermen Rocque, Pratt, McDougal, Bronson, Robertson, Judge Lyon, Sheriff Powell, Edward McGillivray, R. S. Cassells, A. Matthewman, McNutt, K. Arnoldi, Capt. Smith, R. Watson, F. Clemow, T. W. Currier, Jas. Cotton and others.

**HIS WORSHIP THE MAYOR**

was called to the chair, and Ald. Pratt requested to act as secretary.

his worship explained the object of the meeting, after which

**MR. FOWLER.**

one of the prime movers in the enterprise was called on. He was happy to state that so far he has met with every encouragement from municipalities through which the road was proposed to run. Bonuses being granted in every instance in which meetings had been held and the project laid before the ratepayers. After a lengthy explanation of the benefits generally derived from railway enterprises, in Canada as well as the United States, he went on to show that by the establishment of the Huron and Quebec route the greater part of the western trade would be directed through this district, inasmuch as it would open up a shorter route of transportation from the Western States to Liverpool. It would enable us to carry freight through Canada at more reduced rates than could now possibly be done, and there was no doubt that the western shippers would take advantage of low rates whether it could be effected through American or Canadian enterprises. There was no doubt, in his opinion, that the road would be built, and it was only the other day that he had a conversation with the President of the Canada Southern expressing a desire to have a connection with the proposed route. If the bonus of \$250,000 was granted by Ottawa, he had every hope of the section between Ottawa and Kingston being in running order in time to accommodate traffic to the next Provincial Exhibition. It would shorten the distance between the Capital and Kingston some forty-five miles, and between it and Montreal about twenty miles. The company would guarantee to charge the same freight rates as the Grand Trunk Railway. He next showed Toronto's great prosperity during the past eight years and attributed it to the \$1,000,000 with which, in that time, they subsidized roads leading to the city. He was lately in Toronto and had the assurance they would subsidize this one provided the company would guarantee a direct road. This he said they were prepared to do, and then went on to show the many connections the road would have, which he estimated to be twenty-three. In his opinion the roads would not interfere with the Grand Trunk, but would create a new business for itself. He was astonished that Central Canada has not more railways. There must be a lack of enterprise or something is for it, an extremely level district. He thought it strange too, that while contributing their proportion of the government subsidies to roads, that the Ottawa Valley neglected so long to have some of its benefits. He then read the by-law which he had prepared, granting a bonus of \$250,000 to the road provided that \$50,000 of that sum is spent in stations and workshops in the city, and the remaining \$200,000 on the line between the city and the County of Hastings; and further the rates of tariff on the road be the same as the Grand Trunk, and that to they carry cordwood at the rate of three cents a cord per mile. He then asked them to submit the conditions to the meeting so that he would know whether or not he might expect any assistance. One thing he would say was that the road would be built whether their bonus was given or not. He has spent \$25,000 on the project already and would spend much more to secure success. If the by-law were adopted, work would be commenced immediately; men were now plentiful and Jay Cooke & Co's Erie Road rails could be obtained on very advantageous terms, part cash and part bonds. The whole direct route between Ottawa and Toronto, he would guarantee, would be in running order within four years from passing of the by-law. He went on to explain the advantage of the cordwood item alone would be, and calculated that the reduction it would make in the price of wood, would be an equivalent in one year to the amount of the bonus. Freight would also be reduced fifty per cent. He suppose the merchants of Ottawa had four or five hundred thousand dollars worth of freight per annum, and on this several bonuses could be saved in less than two years. He thought he would not be far in error in stating that it would double our population in five years, and assist in paying any city debt we might have. Railways built up Chicago and Detroit, and railways would also build up Ottawa if we made it a railway centre. He assured the meeting that there were parties willing to subscribe all requisite stock. They had the privilege of mortgaging the road for \$20,000 per mile, and with the bonuses there could be no trouble in rushing the scheme through.

Mr. McGillivray asked what bonuses the road had received between this city and Toronto.

Mr. Fowler said they had received bonuses from all municipalities they had applied to between Peterborough and this city, at the rate of \$7,000 per mile. He also added that he expected a bonus of \$1,000,000 at least from Toronto. The amount promised on bonus between here and Peterborough he thought it was \$1,000,000.

**MR. CASELLS**

said before any resolution was put to the meeting it would be well to consider the state of the city finances. He did not wish it to be understood that he opposed railways, but in his opinion the city was not in a position to subsidize them. Our taxation was now very heavy and we might expect an increase if those railways were to be assisted. On his house he now paid \$270 per annum taxes, and he thought that sufficient for the present. He asked the ratepayers to think well before voting away money for anything that was not absolutely necessary. If we cannot afford a bonus without excessive taxation, it was his advice to refuse it.

**MR. MCGILLIVRAY**

thought the statements of Mr. Fowler were all very correct, with regard to advantages to the city, etc., but what we want to ask is whether the city is or is not in a position financially to grant the bonus, if she is then he would not opposed its passage; but he felt assured we could not it at present, and consequently he could not vote for it.

**JUDGE LYON**

said if no one else would move a motion he would to the following effect:—"that the ratepayers understanding the advantages to be derived from the construction of the Huron & Quebec Railway, would recommend the council to submit a by-law to be voted on granting a bonus to the road, under conditions approved of by the city solicitor. He felt that the city would not long have to bear any burden of taxation which might result from the granting of a bonus, in fact its advantages would reduce rather than increase taxation. Not long ago Mr McGillivray voted for \$100,00 [sic] to the Ottawa & Coteau Landing Railway, and though the city was about in the same position, financially, as she is today he did not raise the cry of excessive taxation. He thought the scheme would carry if cold water was not thrown on it. This proposed subject would enlarge our assessment, and consequently lessen our taxation, for it would bring many newcomers to seek employment and reside in our city. He also favoured a bonus to the extension of the Canada Central Railway to Pembroke. In opposing that we were working against our own interests. If we neglected the opportunity of getting a trunk line, we would be overlooking a duty which we owed to ourselves and future generations.

Mr. K. Arnoldi had a great pleasure in seconding the motion.

**HON. MR SKEAD**

asked that the requisition calling the meeting be read and also the names of those who signed it. His Worship obtained a copy of THE CITIZEN and read the requisition, after which Mr. Skead regretted that fully one half of those persons who signed it were absent. Probably some of them could not possibly attend, but that surely could not apply to all cases of absence. The requisition was signed by a large number of influential ratepayers, who he presumed would not, or could not, attach their names unless they intended to advocate the scheme. If the generality of the citizens are to be guided at all surely it would be by large freeholders who have shown their advocacy of the railway by signing a requisition in its favor. He was sure the scheme would meet with the warmest support of the mechanics of the city, when the proper time came. He was always a warm supporter of railways, and knew they would return a larger percentage than almost any other enterprise. They double, yes treble, the value of our property; draw trade to our city, and increase our population. Were it not for the St. Lawrence & Ottawa, though Mr. Fowler called those lines one-horse railways, we would never have had the seat of government at Ottawa, (cheers,) no the prosperous city we see to-day. He believed a bonus should be given to the Huron & Quebec, and he further believed the Canada Central should be aided in extending the line to Pembroke, for we should strive to secure the Upper Ottawa trade. He advocated utilizing, for the present, the line between Perth and the city, which could

connect with the Huron & Quebec at that point; and answer all purposes until the company was in a better position to build a second line. For this distance it would be a rival of the Canada Central to a certain extent so they would run parallel with each other, just like two concession lines. He thought it would be more judicious to locate that part of the line between Perth and the city further back in the country. He endorsed a great deal of what Mr. Fowler had said but could not believe we would ever have forty trains per day running through the city with a single track. He understood that Perth was promised workshops, and he wished Mr. Fowler to explain how a Ottawa could have them.

**MR. FOWLER**

said all the business could not be done in one town, and like on the Grand Trunk, there would be shops in different parts of the route. With regard to Ottawa having forty trains a day running through on a single tracks, he could only say that he knew of forty-two passing Coburg on the Grand Trunk in twenty-four hours.

Ald. Pratt asked what distance would it be from the capital to Toronto by this direct route?

Mr. Fowler thought it would be 225 miles.

Mr. Skead thought it only fair that if we gave \$250,000 of a bonus to the road that we should have a greater number of railway men employed in our city than Perth that gave \$100,000. As a ratepayer he had no objection to take his share of responsibility to obtain as construction, provided we received it on proper conditions. He understood Mr Fowler to say that the road would be built to Ottawa, whether a bonus was given or not, and asked him for an explanation.

Mr. Fowler said the road would certainly be built, but he would not promise to what point unless the bonus was given.

**SHERIFF POWELL**

also advocated the granting of a bonus. While admitting Mr. Fowler's indomitable energy and will and carrying through railway enterprises, he was not prepared to take his coloured statement unless cum grano salis. He had an abiding faith in the future of Ottawa, which was destined to be the centre of a perfect system of railways. Railways, in his estimation, rather decrease the taxation, and we should assist them in all possible ways. Of course we have had a burden to bear in the extensive local improvements which have been going on we have jumped from villagehood in a short time to an embryo city; we have had expense of the expense brought down on us at one time, but that will not last, now that we have the greater bulk of our heavy local improvements almost provided for. He looked on the debt of the city as a mere bagatelle, compared with its resources. He thought, however, that before the by-law was voted on, the council should see that there was a sure guarantee of the completion of the road. He had authority for stating that in the event of the city granting a \$100,000 bonus to the Canada Central, they would extend the line to Pembroke within one year and if an additional \$100,000 was granted they would agree to expend the whole of that sum in establishing workshops in the city.

**ALD. BRONSON**

said he would say a few words, not as an alderman, but a ratepayer. No practical man could deny the benefits derived from railways, but this will be a through road and the traffic will be comparatively nothing, the greater proportion of the trains passing through without any delay. Toronto has subsidized roads terminating, and he would be willing to see Ottawa do the same, but there were many other local improvements which demanded our attention, and which in his opinion, were of more moment at present than a through railway. There was for instance the city drainage, a public park, the bridges over the slides, and many other absolutely necessary improvements which must be looked after, and for which money would have to be raised by debentures. He did not wish it to be understood that he was an alarmist, but he was in a position to say the city finances could not afford this bonus. If the City Council placed a rate on every liability incurred it would now reach over 2 ½ cents on the dollar. He thought Mr. Fowler was in error in stating that 2 ½ mills on the dollar would cover the bonus. It would not for taking the assessment at 10,000,000 dollars it would probably require a 3-10th on a dollar to meet the burden thrown on us by the bonus. We had already a large deficiency to provide for, for which the council would be required to issue a new set of debentures next year, to be distributed over a fixed period of years. Another reason why he did not favour the bonus was because he knew that three very influential lumbermen who signed the requisition were now disposed to take another view, and oppose the project. Nor does the matter end here. The Canada Central will ask us for a bonus also, and in justice, if we grant one, we cannot refuse the other. He therefor

**MOVED IN AMENDMENT**

that while this meeting is convinced of the benefit of railways leading to the city, still in view of the present state of the finances, is of opinion that granting a bonus at present would be injudicious.

Mr Cassels seconded the amendment.

Judge Lyon attacked those who had signed the requisition for not putting in an appearance at the meeting, and regretted they would endeavour to delude Mr. Fowler into thinking they favoured the project when they did not, and we're working in the interests of another road

Hon. Mr Skead said he took it that he was one of the persons referred to by Judge Lyon.

Judge Lyon stated he did not refer to the honourable gentleman in any way. He was not one of the absent parties, and consequently could not be one of those spoken off.

Mr. Bronson defended his Chaudiere friends, and said if they did not attend they must have a good reason for it.

**ALD. MACDOUGAL**

followed. He favored, as a ratepayer, a bonus to every railway leading to the city. He wanted to say a few words now about the city finances. This cry of a \$100,000 deficiency was all done to bamboozle the ratepayers. He was prepared to say that the city debt was not really \$800,000 - not including the waterworks debentures. The latter he considered no debt at all.

His Worship the Mayor added - "you may safely say, Alderman McDougal, that without exception it is the smallest debt of any city in the Dominion, reckoned per capita."

Ald. McDougal made these explanations that ratepayers would not go away with the idea that the city was on the verge of bankruptcy. Such was not the case and for his part he would vote for granting a bonus, though it might not be for \$250,000.

The amendment was then put and lost.

**WHO IS RUINING THE CREDIT OF THE CITY**

Mayor Featherstone, before putting the original resolution, stated that he believed in the course of seven or eight years without increasing the taxation, the debt would be wholly paid off. He drew our evening contemporary over the coals for stating that the city was almost in a state of bankruptcy, and said that the same paper had done much to injure the credit of the city by these reckless statements. He maintained the assessment in Toronto was as large, if not larger, than in Ottawa. He believed that Mr Fowler's estimate of 2¼ mills on the dollar would cover the bonus expense, and said if we were ever to rise to any importance as a city we must freely subsidized all railways leading to our city.

**ALDERMAN BRONSON**

said there was an act in Ontario which enabled municipalities to exempt manufacturing establishments from taxes, and further to grant them bonuses. Now the Chaudiere lumbermen have asked for no exception as yet, but if the city goes on subsidizing all these railway enterprises, he trusted when a petition comes before the council from the Chaudiere lumbermen, they would deal with it in the same liberal manner.

His Worship said if a petition was presented, the council would, no doubt willingly do everything they could to lighten the taxation of the Chaudiere lumbermen. Sheriff Powell regretted that the Mayor took Ald. Bronson's joke seriously. He was only trying to "poke" a little fun at His Worship, for he saw him laughing while doing it.

Mr. Skead said Mr. Perley took the petition around himself and solicited signatures to it, and he knew many of those in favour of it.

The original motion was then put and carried, after which the meeting adjourned.

*27/11/1874 Ottawa Free Press Huron and Quebec*

Account of a public meeting of ratepayers in Ottawa. More.

*11/12/1874 Almonte Gazette Huron and Quebec Perth*

The Perth Railway Bonus

The By-law granting a bonus of \$100,000 from the town of Perth to the Huron and Quebec Railway was carried by a majority of 126 votes. The polling stood at the close - 137 for, and 11 against the by-law.

*18/12/1874 Almonte Gazette Huron and Quebec Ottawa*

HURON AND QUEBEC - A petition in favor of the granting of a bonus of \$250,000 to the Huron and Quebec Railway is at present being signed in Ottawa on the condition: "That the said road shall run from the city of Ottawa through the town of Perth to the city of Toronto, by the most practicable route, and that the work shall be commenced within one year and the road be completed within four years, and that the sum of \$50,000 shall be expended in the City of Ottawa on station buildings and workshops, and that the company shall carry dry cordwood to the said City of Ottawa at a rate not to exceed three cents per cord per mile."

*22/12/1874 Ottawa Free Press Huron and Quebec*

Huron and Quebec Railway. Mr. John Fowler is now engaged in examining in the neighbourhood of Franktown for the above road. He has met with very fair success thus far.

*22/01/1875 Ottawa Free Press Huron and Quebec*

Account of meeting. Resolution asking municipalities for bonuses. Ottawa to Toronto by way of Merrickville, Irish Creek and Newboro'.--

Mr. Strong and his party returned to the city last night after having completed the preliminary survey of the Huron and Quebec Railway between this city and Perth, touching at the villages of Richmond and Manotick.

*30/01/1875 Ottawa Free Press Huron and Quebec*

Meetings at Westport, Newboro, Merrickville and other places.-- Smiths Falls Gazette. More

*19/11/1875 Almonte Gazette Huron and Quebec Perth*

Mr. Fowler, the Managing Director of this road is in Perth, getting petitions signed by the rate-payers of seven municipalities for the purpose of getting a grouped bylaw granting a bonus to the company of \$125,000. The road is to run by the way of Perth to connect with the Kingston and Pembroke Road in the township of Oso

*26/11/1875 Almonte Gazette Huron and Quebec Perth*

The Irrepressible Fowler.

The Courier says that Mr. John Fowler was in Perth last Tuesday with the object of pushing the scheme of the H. & Q. Railway. His immediate object in coming just now is to have a special meeting called of the County Council with the view of having them submit a bylaw to the ratepayers interested in granting a bonus of \$125,000 from the seven grouped municipalities of South Sherbrooke, Bathurst, Drummond, North Burgess, North Elmsley, Beckwith and Carleton Place, with the railway to run via Perth to Carleton Place and Ottawa. Petitions are being circulated in these seven municipalities for the requisite twenty signatures from each, and another petition sent among the reeves for signature requesting the Warden to call a special meeting of the County Council to take the proposed bylaw into consideration and submit it to the people for their verdict. We do not yet know the result of this preliminary work, but have no doubt a special meeting will be held soon - of course at Mr. Fowler's expense - and the bylaw taken into municipal legislation. The clauses of the petition provide that the construction of the railway shall commence not later than the 1st Jan., 1877, and that none of the debentures shall be handed over to the company until the road shall have been graded to its Junction with the K. & P. R. R.

*03/03/1876 Almonte Gazette Huron and Quebec*

H. and Q. Railway

The following is the result of the voting on the 25th inst., upon the bylaw granting \$125,000 from the seven municipalities to the Huron and Quebec Railway Company : South Sherbrooke 48 for 66 against; Drummond, 50 for, 160 against; one polling division not heard from, but will give a majority against the bylaw; Bathurst, 46 for, 179 against; North Elmsley, 2 for 9 against; one division not heard from, but will go heavily against the bylaw. Total for bylaw, 224; against 824. majority against, 500.

*03/03/1876 Almonte Gazette Huron and Quebec Almonte*

H and Q R

The Reeve, A. Code, Esq., M. P. P., called a meeting of the ratepayers on Thursday evening last, to take into consideration, for the last time, whether or not it was advisable to Grant a bonus to the H. & Q. railway. The meeting was numerously attended. The Reeve, who presided, very ably gave a preliminary address on the subject, and then introduced Mr. Fowler, who fully explain away all erroneous ideas, of which there were many, existing in the meeting's mind. Several of the ratepayers discussed the advantages of having the railway pro. et con., and although the voice of the meeting was not taken it was observable that it was in favour of granting a bonus. On the following day the voting on the bylaw came off, and was carried by a majority of two - there being 78 for and 76 against it.

*04/03/1876 Ottawa Free Press Huron and Quebec*

Lanark County voted against a by law to grant a \$125,000 bonus.

*17/03/1876 Almonte Gazette Huron and Quebec Merrickville*

Railway Meeting

A railway nmeeting was held in the (Merrickville) Town Hall on Saturday, 11th inst., to reconsider the question of that all absorbing topic, the Hurin & Quebec Railway. Speeches were delivered by the following gentlemen : Hy. Merrick, Esq., M.P.P., E.H. Whitmarsh, and Messrs Derrick, Jakes, Easton and Magee. After a very animated discussion they finally came to the understanding that the chairman (E.H. Whitmarsh, Esq.) should be instructed to write to the President of the H. & Q. R.R., and see upon what terms they would construct the road - the H. & Q. R.R. as a trunk line. And the B. & O.a branch from Irish Creek

*24/03/1876 Almonte Gazette Huron and Quebec Merrickville*

H. & Q. R

A deputation left here (Merrickville) on Monday evening to attend a meeting of the above Railway Co., at Peterboro on Tuesday. Prospects are brightening and the people are waking up to their need of a railway.

*14/04/1876 Almonte Gazette Huron and Quebec*

MORE RAILWAY - Mr. Fowler, the Railway agitator and perambulator, was badly discomfited on his interior railway projects in North Leeds, but is now attacking South Leeds earnestly, in the interest of the Huron and Quebec railway. A large meeting was held in the Town Hall, Newboro', on Saturday last, Dr. Preston, M.P.P., in the chair to meet Mr. Fowler half way in his scheme and the consequence of this meeting was that a large deputation have left for Peterboro', to wait upon Mr. Fowler and the Board of Directors, and the Newboroite's feel confident as to the result since Lanark has refused any help to the railway. The country between Irish Creek and Newboro presents very little difficulty to this undertaking Being level, and few will be the votes recorded against a bonus grant.

The railway.

A very large and enthusiastic meeting of the ratepayers of Lanark village and surrounding country was held in Lanark on Friday last. As a result of opinions expressed the electors pledged themselves to do their utmost to secure a bonus of \$100,000 from the County in aid of the Huron and Quebec Railway by Lanark village and Carleton Place, Lanark pledging itself to a bonus of \$15,000. We hope that all along the route the views of the people will be similarly tested, and that Mr. Code will forthwith call a meeting of the ratepayers of Carleton Place, who have always upheld the railway by this route. Since the foregoing was written we have received two reports of the Lanark meeting. From them we gathered that in addition to the above facts it was agreed that the Council's and leading men of the several interested localities be requested to attend a convention to be held on Friday, 26 inst., in Lanark, to consult upon the matter, and consider the means and groupings for a bylaw to present to the people through the County council at its June session. The prospects of the Huron and Quebec Railway on now assuming a decided and encouraging aspect, and it is hoped that all the parties invited as well as those interested will be prompt in attending the meeting on that date - Canadian.

09/06/1876 *Almonte Gazette**Huron and Quebec**Lanark*

H & Q R.

The people of Lanark village appear to be fully alive to the advantages which would necessarily accrue from having a line of railway pass through their midst, and, along with a good many others of the county, are warmly advocating the granting of a bonus of \$90,000 to aid in the construction of the Huron and Quebec railway from Peterboro' to Carleton Place, by way of Lanark Village, said bonus to be granted by the townships of Lanark, Dalhousie, Lavant, North Sherbrooke and Darling, and portions of Bathurst, Drummond, Ramsay and Beckwith, and the villages of Carleton Place and Lanark. A meeting for the discussion of the matter, and at which Messrs. A. Code, Wm. Lees, John Playfair and several other leading men of the county spoke, was held in Lanark Village some days ago, when a resolution was unanimously passed to the effect that a by-law granting a bonus of \$90,000 be submitted to the ratepayers of the several municipalities which we have just named. All the gentlemen who addressed the meeting spoke strongly in favour of the scheme, and all present seem to be quite confident of the ultimate success of the enterprise.

30/06/1876 *Almonte Gazette**Huron and Quebec*

THE RAILWAY.- a new bylaw has been introduced into the County Council, now in session, providing for assisting the Huron & Quebec Railway company to the amount of \$90,000, to be given by way of a bonus by the municipalities of Lanark village and township, Dalhousie, Darling, Carleton Place, the rear of Drummond and Bathurst, and those sections of South Sherbrooke, Beckwith and Ramsey intersected or near to the line of the proposed railway which is to run by way of what is known as the northern route. We presume the council will allow the bylaw to go before the ratepayers interested, and allow the people themselves to fight the matter out upon its merits at the polls, and if such be done, the ratepayers will have a chance of expressing an opinion upon a matter which to them is a vital one, in about a month hence.

It is yet premature to argue the case on its merits, as the bylaw is not yet before the people; but the same arguments that applied in favour of the scheme when it came before the electors along the southern route will also hold good in this case, and no farmer contiguous to the line of route, be it through the northern or southern end of the country, should be so dead to his own interest as to vote against a reasonable bonus in order to secure the road past his door. Should the people along the route laid down in the present bylaw support the scheme as they should, and in the way of granting this bonus, they will have done much to secure the road, and advanced their own material interests. We should be able to give the action of the Council in our next issue.

(From the Arnprior Review)

04/08/1876 *Almonte Gazette**Huron and Quebec*

H. & Q. Railway Bonus.

At last the agony of suspense is over: the bylaw granting a bonus of \$90,000 to the Huron & Quebec Railway has been triumphantly carried. The propriety of granting or refusing this bonus had been pretty fully discussed through the columns of the press and elsewhere prior to the day of polling, and now that the bylaw has been carried by a large majority of the "free and independent," we may take it for granted that the voice of the sovereign people has been heard in the land. In this free country of ours every man has a perfect right to his own opinion on such a matter as this, and we have little doubt that the majority of those who have all along so vigorously opposed the passage of this bylaw were quite conscientious in the opposition, and acted all the while in perfect consonance with their own independent convictions. But now that their cause has been lost by such an overwhelming odds, it becomes them to eat the leak of the disappointment with that good grace which ought always to characterize the honorably defeated; to bury forever old animosities that may have been engendered by the late contest; and to conduct themselves in future, as regards the carrying out of the several provisions of the bylaw, in their fullest accordance with the wishes and feelings of the majority. Any further opposition will only tend to embarrass those whose work it will be to carry the scheme into effect, while it will not be productive of the smallest possible good to anyone.

The vote was taken on Friday, the 28th ultimo, and the following is the detailed result details omitted

Total, 639 for 73 against

Making a majority in favour of the bylaw of 566. South Sherbrooke is to hear from, but the result there will make but little difference in the total majority.

08/12/1876 *Almonte Gazette**Huron and Quebec*

H. & Q. Railway

Messrs. Radenhurst and Elliott, of the Perth Town Council, visited Ottawa, on the 2nd inst., to confer with Mr. Scott, M.P.P., who is promoting the projected Huron and Quebec Railroad, respecting the route of the proposed road. The deputation urged the selection of a route through the town of Perth. Mr. Scott thought it somewhat premature to discuss the subject of the location of the route.

15/12/1876 *Almonte Gazette**Huron and Quebec*

Huron & Quebec Railway

Notice is given in the Canada Gazette that application will be made next session for an Act to legalize certain by-laws of the corporations of the County and the Village of Lanark, granting and by way of bonus to the Huron & Quebec Railway Company, and to enable the corporation of the Town of Peterboro' and other municipalities interested in the construction of the said road, to grant aid by way of bonus or otherwise to the said Company.

Full account of a meeting of the Ottawa Board of Trade with delegates from Peterboro'.

25/01/1877 *Ottawa Free Press**Huron and Quebec*

His Worship the Mayor proceeds to Toronto during the early portion of next week to wait upon the Government in reference to the Huron & Quebec R.R. The Free Press 29 January. The Mayor left this morning.

26/01/1877 *Almonte Gazette**Huron and Quebec*

Railway Meeting

At a meeting held in the Town Hall, Carleton Place, on Thursday last, Messrs. Wm. Bredin and Duncan McLaren were appointed to proceed to Toronto to confer with the Local Government, and to press claims of the H. & Q. Railway for liberal assistance.

*31/01/1877 Ottawa Free Press Huron and Quebec*

Yesterday afternoon at two o'clock, a deputation consisting of the representatives of the various municipalities along the proposed route of the Toronto and Ottawa Railway, waited upon the Attorney General in the Speaker's Room of the Parliament buildings. Full account--

*04/09/1877 Ottawa Free Press Huron and Quebec*

Mr. W.B. Snow, surveyor, is now engaged in surveying the practicable route of the Toronto & Ottawa R.R. through this section. According to the present ideas, the road would pass along Bidy street or in that vicinity, the terminus being somewhere on Elgin street.

*09/10/1877 Ottawa Free Press Huron and Quebec*

Mr. Scott M.P.P., is in the city on matters connected with the Toronto and Ottawa Railway. He states that the Toronto City Council will submit a by law, probably on Monday next, for \$300,000, and a special meeting of the Ottawa City Council will be called for tomorrow afternoon to submit a by law to the ratepayers of Ottawa.