

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

*11/01/1888 Almonte Gazette Kingston, Smiths Falls and Ottawa*

The Smith's Falls people, profiting by the past history of the relations between municipalities and railway corporations, have inserted a clause in the Kingston and Smith's Falls Railway by law to the effect that the road must remain forever an independent one, and that it cannot be purchased by another company. To this the Kingston news demures.

*13/01/1888 Almonte Gazette Kingston, Smiths Falls and Ottawa*

Another projected road is from Kingston via Smith's Falls to Ottawa. There is every chance of this road being built. It would give the G. T. R. Access to Ottawa, from which it is now debarred, and the new road would probably obviate the necessity of double tracking the present line from Kingston to Montreal. The influential men of Kingston and other places are moving vigorously in the matter, and present indications are that it is one of the things of the near future.

*20/01/1888 Almonte Gazette Kingston, Smiths Falls and Ottawa*

Another Railway Project Revived.

At a meeting of the Board of Trade at Kingston last week the proposed line of railway from Kingston to Ottawa was discussed. Mr. C. F. Gildersleeve, President K. & P.R. in advocating the scheme mentioned C. Place, Almonte, Arnprior and Pakenham as places likely to be benefited by the road. The south side of the Rideau Canal is spoken of as the most favored route, and in what way a road there is going to benefit any of the towns in this district will require a little elucidation. Smith's Falls, however will be directly benefited, and her interests were championed at the meeting by Mr. F. T. Frost. He said that town was prepared to do her duty in any feasible scheme by granting a bonus or in other ways encouraging the work.

*02/11/1888 Almonte Gazette Kingston, Smiths Falls and Ottawa Smiths Falls*

Smiths Falls News

KINGSTON AND S.F. RAILWAY. - The proposed bonus of \$25,000 is the subject of considerable discussion, and a good deal of quiet opposition is developed. If submitted some missionary work will have to be done before it is carried. The chief grounds of opposition are the illiberality of some of the landholders who derive the principal benefit, and the dissatisfaction at the little done by the C.P.R. compared to what was promised.

*16/11/1888 Almonte Gazette Kingston, Smiths Falls and Ottawa*

The Kingston News says that when the Kingston and Smith's Falls line is built it will, in all probability, carry fully 40,000 tons of coal to the Ottawa Valley which is now being sent via Brockville. The coal will be brought from Oswego in vessels and shipped on the new line to Smiths Falls.

*07/12/1888 Almonte Gazette Kingston, Smiths Falls and Ottawa Kingston*

NEW RAILWAYS.

Kingston has long been looked upon as a quiet, staid University City, that wished to be "far from the madding crowds ignoble strife." The people of Kingston as a whole are proud - and justly so - of her educational institutions. It boasts of a University, a Medical College, a Woman's Medical College, a Commercial College, a Military College, and expects soon to have a fine School of Science and Agricultural College. While these institutions are always certain to draw to the city a very large number of desirable people, still the business men naturally look to other sources to build up the handsome and healthy city. They are now in the midst of an exciting agitation for more railways centering (or terminating) in the Limestone City. There is no doubt at all that the K. & P. R.R has done much to build up the trade of Kingston, and hence other ventures have been put on foot. The chief of these is a line of railway connecting Kingston with Smith's Falls. There has been a good deal of opposition to the scheme from the Brockville press, as it is believed that if the road be built it will drain parts of the county of Leeds and draw off a trade that would otherwise go to Brockville. A vote was taken a few days ago on a bylaw authorizing the city council to give the S. F. & K. R. R. a bonus of \$75,000, and the bylaw was carried in a large majority. Similar bylaws will require to be submitted and carried in the municipalities intervening between Kingston and S. Falls before the road will be begun. These bylaws will meet with active opposition from Brockville.

*18/01/1889 Almonte Gazette Kingston, Smiths Falls and Ottawa Smiths Falls*

The by-law granting a bonus to the Kingston and Smith's Falls has been carried in Smith's Falls by a majority of 266.

*08/02/1889 Almonte Gazette Kingston, Smiths Falls and Ottawa*

The promoters of the Kingston and S. Falls R.R. seem to have faith in the ultimate success of their scheme; as Mr. W. Beatty, P.L.S. has commenced the survey of the proposed line.

*22/02/1889 Almonte Gazette Kingston, Smiths Falls and Ottawa*

Good news for Lanark]

The Smith's Falls News says an engineer passed through Perth last week with instructions to look over the route between Perth and Lanark in the interests of the Kingston and Smith's Falls Railway.

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The Kingston Smith's Falls and Ottawa R.R. Co. have a petition before the Dominion House asking for an extension of the time in which to begin and complete the road.

*01/03/1889 Almonte Gazette Kingston, Smiths Falls and Ottawa*

K.&S.F.R.R.

South Elmsley has voted \$4,000 to the above road. Tomorrow the electors of South Crosby will say yea or nay to a bylaw granting \$10,000 to the same road. and on March 16th the people rear of Leeds and Lansdowne will be asked for a bonus of \$20,000.

*08/03/1889 Almonte Gazette Kingston, Smiths Falls and Ottawa*

The Kingston and Smith's Falls bonus bylaw of \$10,000 was carried in South Crosby by 125 votes on Saturday.

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.

23/08/1889 Almonte Gazette Kingston, Smiths Falls and Ottawa

The provisional directors of the Kingston and Smith's Falls Railway are negotiating with American capitalists to build the railway.

13/12/1889 Almonte Gazette Kingston, Smiths Falls and Ottawa

It is expected that before long the Smith's Falls and Kingston R.R. will be an accomplished fact.

27/12/1889 Almonte Gazette Kingston, Smiths Falls and Ottawa

It is expected that success will shortly crown the efforts that are being made to raise money to build the Kingston and Smith's Falls R.R.

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.

07/02/1890 Almonte Gazette Kingston, Smiths Falls and Ottawa

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21/03/1890 Almonte Gazette Kingston, Smiths Falls and Ottawa

Grading is said to have commenced on the K. & S.F.R.R.

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.

28/03/1890 Almonte Gazette Kingston, Smiths Falls and Ottawa

It is expected that Mr. Rathbun, of Deseronto, will purchase the K. & S.F.R.R. charter if the bill providing for the extension of the N. & T.R.R. pass the house.

04/04/1890 Almonte Gazette Kingston, Smiths Falls and Ottawa

A syndicate, with Mr. Drummond, of Montreal, as leading spirit, has been formed to purchase the stock of the K. & S.F.R.R. The road will be built at once.

18/04/1890 Almonte Gazette Kingston, Smiths Falls and Ottawa Kingston

Negotiations are going on in Kingston of a site for the station for the K. & S.F.R.R. This looks as if they expected the line to be built.

16/05/1890 Almonte Gazette Kingston, Smiths Falls and Ottawa

Work on the Kingston, Smith's Falls and Ottawa railway will be begun this fall, the Dominion Government having granted it a bonus of \$115,000.

16/05/1890 Almonte Gazette Kingston, Smiths Falls and Ottawa

The Dominion Government have subsidized 36 additional miles of the Smiths Falls and Kingston R.R.

27/06/1890 Almonte Gazette Kingston, Smiths Falls and Ottawa

The promoters of the Kingston and Smith's Falls R.R. will, it is said, try to secure bonuses to continue the road all the way to Ottawa.

16/01/1891 Almonte Gazette Kingston, Smiths Falls and Ottawa

It is said that the construction of the Kingston and Smith's Falls Railway will be begun next spring.

20/02/1891 Almonte Gazette Kingston, Smiths Falls and Ottawa

It is said that intending contractors have lately gone over the route of the Kingston & Smith's Falls R.R. This is taken as an indication that the road will shortly be built.

04/12/1891 Almonte Gazette Kingston, Smiths Falls and Ottawa

C. F. Gildersleeve states that the route of the Kingston, Smith's Falls and Ottawa Railway will be from Ballantyne through Washburn, Brewer's Mills, Seeley's Bay, Morton, (with connection to Jones Falls), Elgin, Portland, Lombardy to Smith's Falls, thence in an almost direct line through Montague, Goulburn and Nepean townships to Ottawa. The road will be built as soon as financial arrangements can be made.

14/01/1892 Kemptville Advance Kingston, Smiths Falls and Ottawa

It is reported that the Grand Trunk railway has assumed control of the Kingston, Smiths Falls and Ottawa railway, and that work will commence in the spring.

**14/01/1892    *Kemptville Advance*                    *Kingston, Smiths Falls and Ottawa***

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**15/01/1892    *Almonte Gazette*                        *Kingston, Smiths Falls and Ottawa***

It was announced in a Kingston paper that the G.T.R. will build and control the railway from Kingston to Ottawa by Smith's Falls. This will give them entrance to the capital.

**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.

**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.

*09/12/1892 Almonte Gazette*

*Kingston, Smiths Falls and Ottawa*

In its agreement to give a handsome bonus to the Kingston and Smith's Falls railway, Ottawa exacts that it shall be a competitor to the C.P.R. for forty years or forfeit the gift. It must also be completed in five years.

*12/01/1893 Kemptville Advance*

*Kingston, Smiths Falls and Ottawa Richmond*

The ratepayers of Richmond showed their desire for railway advantages by carrying a by-law on Monday, granting a bonus of \$4,000 towards the proposed Kingston, Smith's Falls and Ottawa line.

*16/03/1893 Kemptville Advance*

*Kingston, Smiths Falls and Ottawa Merrickville*

Merrickville will give the Kingston, Smith's Falls and Ottawa railway a bonus if a station is built inside the corporation.

*21/04/1893 Almonte Gazette*

*Kingston, Smiths Falls and Ottawa Smiths Falls*

The promoters of the Kingston, Smith's Falls and Ottawa R.R. asked the Smith's Falls council to petition the Ontario Government to extend the time for completing the road until Dec. 31st, 1897, but they refused to do so.

*27/04/1893 Kemptville Advance*

*Kingston, Smiths Falls and Ottawa Kemptville*

A meeting was held at the Hotel Garland here on Friday last in the interest of the proposed Kingston, Smiths Falls & Ottawa railway. The following gentlemen from various sections were present: G.L. Dickinson, ex-M.P., and Wm. Cullough, Manotick; Geo. Kidd, Ottawa; John Craig, reeve and George Craig, North Gower; J.H. Brownlee, Marlboro; T.A. Kidd and S. Petepiece and Hiram Easton, Merrickville. The delegates were pleased with the action of the Smith's Falls people in offering a bonus of \$25,000; were confident that \$20,000 would be granted by North Gower, \$10,000 by Merrickville, and thought that there should be no difficulty with the other sections putting up the balance required, \$15,000.

The Kingston and Ottawa R'y.

A meeting was held at the Hotel Garland here on Friday last, says the Kemptville Advance, in the interest of the proposed Kingston, Smith's Falls and Ottawa railway. The following gentleman from various sections were present: G.L. Dickinson, ex-M.P.P. and Wm. Cullough, Manotick; Geo. Kidd, Ottawa, John Craig, Reeve, and George Craig, North Gower; J. H. Brownlee, Marlboro; T.A. Kidd and S. Petepiece, Burritt's Rapids; Samuel Jacques and Hiram Easton, Merrickville. The delegates were pleased with the action of the Smith's Falls people in offering a bonus of \$25,000; we're confident that \$20,000 would be granted by North Gower, \$10,000 by Merrickville and thought that there should be no difficulty with the other sections putting up the balance required, \$15,000.

**22/06/1893 Kemptville Advance Kingston, Smiths Falls and Ottawa**

Arranging Bonuses

The Free Press says that on Friday night a meeting of the officials of the Kingston, Smith's Falls and Ottawa railway and representatives from various municipalities through which it passes was held at the Grand Union, the object of the meeting being to arrange the amount of bonuses from such municipalities. Bylaws will be submitted as follows : North Gower, \$15,000; Marlboro, \$10,000; North Gower village, \$2,000; Oxford, \$2,000; Manotick, \$3,000. The village of Merrickville is expected to give \$10,000

**12/10/1893 Kemptville Advance Kingston, Smiths Falls and Ottawa**

A surveying party have been busy this week surveying the Kingston and Ottawa railway.

**24/11/1893 Almonte Gazette Kingston, Smiths Falls and Ottawa**

The survey on the route of the Kingston and Smith's Falls railway will be completed this week for this season.

**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 ht eline and men are engaged getting land in shape for the track.

**02/03/1894 Almonte Gazette Kingston, Smiths Falls and Ottawa**

It is said that the Dominion Government will subsidize the Kingston, Smith's Falls & Ottawa Railway between Smith's Falls and Ottawa.

**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.

**20/12/1894 Kemptville Advance Kingston, Smiths Falls and Ottawa Burritt's Rapids**

The grist mill at Burritt's Raoids owned for some time by Mr. Patterson has been purchased by T.A. Kidd. The new proprietor intends making many improvements in the property but no doubt can seemuch money in the water power if the proposed Ottawa, Smith's Falls & Kingston railway materializes.

**14/03/1895 Kemptville Advance Kingston, Smiths Falls and Ottawa Kingston**

A petition signed bythree hundred ratepayers was presented to the Kingston Council Monday night asking that agreement between the city and the Kingston and Smith's Falls Railway Corporation concernin(g) a bonus be declared off. This action was taken, owing to the directors of the road not fulfilling the arrangements stipulated in the agreement. The matter was referred to the Finance Committee. The claim was that this agreement had not been carried out in any particular. The route was not being laid out in the most direct line to Ottawa and the construction work had not been begun within the specified time.

**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 te 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.

**14/06/1895 Almonte Gazette Kingston, Smiths Falls and Ottawa**

A surveying party is at work on the route of the Kingston & Smith's Falls railway.

**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 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.

**27/02/1896 Kemptville Advance Kingston, Smiths Falls and Ottawa**

Dr. Anderson, J.M. Clark and Ogle Cares will wait upon the various municipal councils between Smith's Falls and Ottawa to form a joint deputation to wait upon the Dominion Government to ask a bonus for the extension of the Kingston and Smith's Falls railway to Ottawa.

**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.

**25/06/1897 Almonte Gazette Kingston, Smiths Falls and Ottawa**

The Kingston, Smith's Falls & Ottawa railway for 101 miles - from Kingston to Ottawa - has been granted a subsidy of \$3,200 per mile.

**30/06/1897 Lanark Era Kingston, Smiths Falls and Ottawa**

In the supplementary estimates brought down on Saturday appears the following: To the Kingston, Smith's Falls, & Ottawa Railway Company, for 101 miles of their railway from Kingston to Ottawa, in lieu of the subsidy granted by the act 55-56 Victoria, chapter 5, \$323,200, which, in other words mean that the proposed road between Kingston, Smith's Falls and Ottawa has been bonussed to the amount of \$3,200 per mile.

**08/01/1898 Ottawa Citizen Kingston, Smiths Falls and Ottawa**

#### KINGSTON LINE COMING

Ottawa likely to Have Another Railway Before Long

In the circular map published in the Citizen recently, showing Ottawa as a railway centre, one spoke was missing in the wheel. It was that of the Kingston, Smith's Falls and Ottawa Railway, which has been bonused by the municipalities affected, and by the Federal and Local governments. A prominent gentleman, interested in the construction of the railway, stated yesterday that Mr. Drummond and the other promoters of the railway would soon be heard from in regard to the construction of the line. It would be a deplorable thing, he said, should they let the scheme drop, for the section of country it would serve was rich in mineral and agricultural resources. Besides, there were many water powers between Ottawa and Smith's Falls that would soon be utilized if the railway were built.

**30/12/1898 Almonte Gazette Kingston, Smiths Falls and Ottawa**

The Kingston and Smith's Falls railway scheme is said to be dead, and in some quarters the blame is laid on Smith's Falls

**24/01/1899 Ottawa Journal Kingston, Smiths Falls and Ottawa**

#### THE NEW RAILWAY WILL GET BONUSES

SMITH'S FALLS WILL PUT UP \$25,000

What is Said About the Proposed G.T.R Line from Kingston to Ottawa.

A prominent Smith's Falls resident who was in the city recently, states that the G. T. R. company will have no difficulty in getting a \$25,000 bonus from Smith's Falls for the proposed Kingston, Smith's Falls, Richmond and Ottawa railway. Other places along the line of the railway are expected to put up bonuses.

It is stated on good authority that the line will go ahead as the G. T. R. feels the necessity of having direct connection with Ottawa. The line will also run through good section of country.

Among the many advantages of the proposed line for Ottawa is this, that the Capital will then be in direct communication with Kingston, and when the summer tourist traffic is on Ottawa will be more accessible. Kingston gets the large majority of tourists who take in the Thousand Island trip, and these tourists are very numerous. With good railway connection to Ottawa many of these tourists can be attracted to the Capital and can go down the Ottawa to Montreal or else go by rail.

Another feature is that Ottawa will get direct advantage of cheap rates on the G.T.R. Recently the G.T.R. gave special rates from Montreal and Intermediate points to Toronto, and from Sarnia and intermediate points to Toronto, but Ottawa was not included. When the new line is built Ottawa will get the advantage of all G.T.R. low rates.

Considerable interest in the proposed railway has been aroused as a result of several items in The Journal about the road.

**27/01/1899 Almonte Gazette Kingston, Smiths Falls and Ottawa**

It is expected that Smith's Falls will give a bonus of \$25,000 to the new road to be built by the G.T.R. between Kingston and Ottawa.

**27/09/1905 Kemptville Advance Kingston, Smiths Falls and Ottawa**

Surveyors are out in the Kingston, Smith's Falls and Ottawa Railway and it is said that the work of construction will begin in the spring.

**01/11/1906 Merrickville Star Kingston, Smiths Falls and Ottawa Merrickville**

#### CAN WE SECURE ANOTHER RAILROAD.

The Grand Trunk Railway have at last concluded the purchase of the old Kingston, Smiths Falls and Ottawa Railway charter and we understand construction is to be immediately commenced. When this railway was first projected Merrickville and towns and townships along the proposed line voted substantial bonuses, but the matter ended there. The Council of Smiths Falls has been busy discussing inducements to the G.T.R. to run the line into that town along the old survey. There is no certainty that the original route will be adopted by the G.T.R., but it is more than probable that this will be so if the same inducements are repeated.

Our Reeve has been corresponding with the G.T.R. on the subject but has received no definite information. We have many times felt the want of an opposition line of railway here and for the same reason that we granted a bonus to the original scheme the G.T.R. should be given the same inducements to run the line through Merrickville.

If we want the G.T.R. to be with us there should be no delay in our entering into negotiations with that Company. We rather think the manufacturers should make it their business to use their best efforts in the matter, for they certainly, as well as the town, should be financially benefitted. Anyway the people should begin considering the wisdom of granting a bonus if the road be brought here in that manner.

**13/06/1907 Merrickville Star Kingston, Smiths Falls and Ottawa**

The Kingston, Smiths Falls and Ottawa Railway.

Tuesday's Rideau Record had an item relative to the construction of the K. S. and O. R. R. by the Grand Trunk. The Record says there is every likelihood that the line will cross the river this side of Smiths Falls. In this event a very slight deviation from a direct line would bring this road through Merrickville. Another line of railway would be a great advantage to the town and if the town council would bestir themselves in the matter our claims for consideration would receive due attention. There is one thing certain if we do not exert an active interest in the matter the railway people can hardly be expected to do so. Some years ago quite a considerable sum of money was raised for the purpose of a bonus to this same line of road but the promoters were not able to proceed with the construction of the track within the prescribed time and the scheme was dropped. If this railway was a good thing for Merrickville a few years ago it is worth considerably more to us to-day. In the meantime the people look to the council to take the necessary steps to obtain a hearing to present our claims, and if we may judge from what we hear on the street the council will bring a lot of criticism upon themselves if they do not act promptly.

**11/07/1907 Merrickville Star Kingston, Smiths Falls and Ottawa Kingston**

Wants Money Back.

In 1889, the city of Kingston paid to the Kingston, Smiths Falls and Ottawa Railway Company \$3,000 for preliminary expenses, on account of \$150,000 bonus. The road was never built and the balance of the bonus never paid. Now the city wishes to recover the \$3,000 from the promoters of the road, who have sold their rights to the Grand Trunk, or get the latter to give credit for the amount on any aid Kingston may grant in the way of bonus.

CANADA GAZETTE NOTES

contains many notices of intended applications for legislation  
The Kingston, Smiths Falls and Ottawa Railway

*14/04/1910 Merrickville Star-Chronicle Kingston, Smiths Falls and Ottawa*

THE K. S. O. RAILWAY

Must be Completed in Three Years or Charter Lapses.

The time for the completion of the Kingston, Smiths Fall and Ottawa railway has elapsed and application was made to Parliament to extend the time for five years. It came before the railway committee of the House a week ago when Kingston and Smiths Falls represented to ask that the time be not extended for five years but the matter was adjourned. It came up again on Thursday and the-committee cut the time of completion down to three years. The work must be started in two years and completed in three or else it is understood the charter will lapse.

*14/04/1910 Kemptville Weekly Advance Kingston, Smiths Falls and Ottawa*

The K.S.O Railway

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