

Local Railway Items from Area Papers - Toronto and Ottawa Railway

07/11/1877 Montreal Daily Witness Toronto and Ottawa

Toronto. A public meeting called by the Mayor, who presided, was held in St. Andrew's Hall on Tuesday morning to discuss the proposed bonus to the Toronto and Ottawa Railway. Addresses in favor of the railway were delivered by W.H. Scott, M.P.P., President of the Company, Robert Bell, M.P.P., Ald. Canavan and others, and a resolution favoring the submission of the by-law granting the bonus of \$300,000 was declared carried.

27/06/1879 Ottawa Free Press Toronto and Ottawa

The Lanark County Council have refused to grant an extension of time to the Toronto and Ottawa Railroad Co. so that the bonus voted is now no longer available from that county. The people of that district will not be required to fight about the northern and southern routes for some time.

30/07/1879 Ottawa Free Press Toronto and Ottawa

Meeting at city hall - scheme endorsed - full account.

03/10/1879 Ottawa Free Press Toronto and Ottawa

Report of mass meeting on the Toronto and Ottawa scheme.

04/10/1879 Ottawa Citizen Toronto and Ottawa

Meeting in City of Ottawa regarding by-law authorizing a bonus to the Toronto and Ottawa Railway

<https://news.google.ca/newspapers?nid=QBJtjoHflPwC&dat=18791004&printsec=frontpage&chl=en>

11/10/1879 Montreal Daily Witness Toronto and Ottawa Perth

Yesterday the Lanark County Council gave two readings to the by-law granting a bonus of \$75,000 to the Toronto and Ottawa Railway on the route via Perth and ordered the same be submitted to the ratepayers on the 17th November. The group is somewhat larger than before, taking in the whole of the Townships of bathurst and Drummond with South Sherbrooke, Burgess, Elmsley, eight concessions of Elmsley and three of Montague. The last by-law was carried by 803 to 253. About 150 more votes are added to this group.

18/11/1879 Ottawa Free Press Toronto and Ottawa Perth

Perth, November 17. - The Toronto and Ottawa Railway bonus by lay was carried here today by a majority of 200.

10/06/1880 The Nation Toronto and Ottawa

Ottawa June 7. The parties now in possession of the Toronto and Ottawa Railway charter have written, requesting the city to grant an extension of the time for commencing construction till first May, 1831 (sic)

03/09/1880 Ottawa Free Press Toronto and Ottawa Perth

The town bonus of \$75,000 lapsed yesterday -- Perth Expositor.

05/07/1881 Ottawa Free Press Toronto and Ottawa

Mr. Campbell of Port Perry, has commenced to purchase the right of way for the Toronto and Ottawa Railway between Peterboro and madoc, and where the line crossed the Brockville and Ottawa Railway. It is expected that work will be actively begun within a few days in constructing the line.

The line surveyed for the Toronto and Ottawa road

The engineers of the Toronto and Ottawa Railway have run a line from Richmond village through to Manotic, and are now on their way towards Casselman to form a connection with the Canada Atlantic road at or near that point. The engineer in charge is Mr. A.S. Hogg, who has for assistants, Messrs. S.H. Sykes, D.C. Charles, J.S. Patterson, and W. Mackenzie, with a staff of fourteen chainmen, axmen etc. The survey, says the Kingston Whig, has been a long one, and has been carried through the most rough and inhospitable districts of the province. Starting from Peterboro in December last the route lay through the ridges of Otonabee and Asphodel to Norwood, where the line crosses one mile to the north of the village, thence through a good farming district to Marmora, where the difficulties (usually found in mineral ranges) of securing a good line commenced. Much time was spent in this locality, and we must bear in mind that hitherto work had been carried on amidst the rigours of an unusually severe winter when the snow was deep everywhere and the frost hard and severe. Every man was swathed like an Esquimaux, but unlike them, the latter gentlemen

DISPLAYED A DEGREE OF ENERGY

invigorating to themselves and astonishing to outsiders. The crossing of the Crow river was made upon the ice in the same manner as the Otonabee, Indian and Ouse rivers had already been crossed. From Marmora the work towards Madoc was through a very rough district, but Madoc was reached and the line located to that point before the breaking up of the ice. The staff proceeded thence to Bridgewater, and were now amidst the mineral bearing mountains that attracted considerable attention thirty years ago, and which caused the Hon. Billa Flint to invest heavily in lands and to lay out the above named village. The Scoutanatto river was crossed here a short distance above the rapids known as "Hells Gate". The first camping ground after leaving Bridgewater was in the vicinity of Caniff marsh, and from this point difficulties were encountered and overcome which will, doubtless, at some future time reflect great credit upon those engaged. When perusing accounts of bush and frontier life we cannot help feeling a certain degree of pity for those who

BATTLE WITH THE ELEMENTS

under such very unpropitious circumstances, but we must not overlook the fact that a party who are pushing forward from day to day, and compelled by virtue of necessity to follow one line, from which there must be no divergence, however tempting the surroundings may be, must endure far more privations than those who are settlers in the district. The Bald Mountains were passed through the now famous gorge and a good run made to Arden, near which point the Salmon River was crossed at Newton's mill. The party were next heard of at Mountain grove, where they encamped for a few days previous to reaching the Narrows between White Lake and Sharbot Lake, three miles north of which the line crosses the Kingston and Pembroke Railway. The weather at this time was commencing to get warm, nature was assuming her delightful spring garb and everything was lively; but civil engineers and surveyors look at these things in another light, and saw only myriads of famishing mosquitoes, squadrons of deer flies and their allies in black. The bright green grass was

SWARMING WITH GARTER SNAKES,

the picturesque islands lost their beauty and their black snake denizens remained unmolested. Lovers of nature must be healthy, wealthy and wise before they fully appreciate her beauty. Imagine a hungry engineer meeting a deer in the woods. One thought is paramount "venison steak". And the beauties of curved neck, flashing eye, or symmetrical antlers are dilated upon when the bones are picked. At Sharbot Lake a long stay was made, and lines run, upon both sides, one line crossing the lake upon a string of islands (there are ninety islands in the lake) a short distance east of the narrows. The Fall river was next followed by Maberly, where some time was spent owing to the drowned land, through part of which the line was run. Perth was reached early in the present month, and the party enjoyed themselves in endeavoring to recall the various modes and manners of civilized life. At Franktown and Richmond the party were well used. They will be through with their work in about a week. The first sod of the road was turned at Madoc on the 19th of July instant, a contract for a portion of the line having been given out.

10/01/1882 *Quebec Daily Telegraph* *Toronto and Ottawa*

At the meeting of the Toronto and Ottawa Railway Company, the amalgamation scheme was ratified.

24/11/1882 *Renfrew Mercury* *Toronto and Ottawa* *Perth*

The rails of the Toronto and Ottawa are now being laid at Madoc and Perth. There are some seven hundred men engaged in the construction of this road.

06/01/1883 *Ottawa Citizen* *Toronto and Ottawa* *Perth*

Last week it became known in town that all work on the Toronto and Ottawa Railway between Perth and Bridgewater was ordered to be stopped and Mr. Beemer, the contractor, arrived in town, and by his direction, the hands were paid up all along the line and were discharged. The men were told the work was not continued until the 1st of April but of course there is no saying how long the stoppage may last or if the work will ever be taken up again. About \$200,000 have already been spent on the line between these two points, and it now remains to be seen whether all this money will be absolutely wasted by abandoning the work altogether, or whether Midland, who own the charter, and have spent the money, will see their way clear to borrow additional money to complete the line