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MONTREAL & OTTAWA



RAIL ROAD.

To the Mayors, Municipal Councillors and Inhabitants interested in the construction of a Railway to connect the City of Montreal with Bytown, by way of the Ottawa.

GENTLEMEN,—However presumptuous it may be considered in us, to speak to you directly through the medium of the press, we trust that the importance of the subject to which we shall immediately allude, and the juncture at which we have arrived, pressing for prompt action and leaving no time for the observance of conventional rules, will be received as our apology.

A Railroad by way of St. Eustache, St. Andrews, and thence by the most direct and favorable line to Bytown, you may now safely reckon upon as a matter of certainty. Indeed the feeling which we just now see manifested by the inhabitants of this City can no longer leave the slightest doubt upon the matter; and if you will only act in concert with our Municipality "The Corporation of Montreal," the question will be speedily settled.

Great and strenuous efforts are being made to bring this important road directly to the Village of Laclaine; where the Laclaine, or rather the Montreal and New York Railroad branches off to Plattsburgh, by way of the Indian Village of Coughnawaga. This proposition we, as Citizens of Montreal repudiate, and the action, which we feel assured will shortly take place in our Corporation in this matter, will convince you that our views accord with those of the citizens generally.

The Citizens of Montreal repudiate this proposition, for the following very conclusive reasons:—

1st.—The distance from St. Eustache or Saint Andrews to the City of Montreal, we are assured, is less than to Laclaine, and therefore the distance intervening between Montreal and Laclaine will, we believe, be saved; but this will soon be ascertained and made public.

2nd.—By the connection proposed, irrespective of the increased distance, the short piece of road to Laclaine has cost over £120,000, which we trust you will not, any more than ourselves, be prepared to endorse, for the benefit of the Stockholders who have chosen to invest their money there.

3rd.—The construction of a Bridge, opposite the City of Montreal, you will already have seen, may be counted upon as settled, and in this important fact before us, will any of you be disposed to swerve one inch from the straightest and the shortest route to that important point in building a Railroad,—especially when it involves the consequences of paying a share of the cost of the Laclaine Road, and travelling round by the Village of Laclaine eight or nine miles out of your way.

4th.—Will you and the citizens of Montreal be disposed to amalgamate with the Laclaine Railroad merely to divide our profits from the Ottawa road with them, when we do not require them at all?

5th.—Shall we not all receive much larger dividends if the road reaches Montreal by the nearest and straightest line, without being tapered at the village of Laclaine, where necessarily a great, if not the greater, portion of the travel and traffic will be carried off to the State of New York?

This last objection is to us the most conclusive, and by it the citizens of Montreal, we hope, are prepared to stand or fall. Some of us may be accused (as we have already been) of holding property in Montreal, and of being connected with other railroads. We plead guilty to both; and would not take the stand we now do unless deeply interested, in common with our fellow-citizens in Montreal, as landed proprietors, and proprietors also in the railroads which have their termini immediately in front of the town, not nine miles up the St. Lawrence!

The important Portland and Champlain Railroads have their termini opposite the city, and these are matters which, in striking the city of Montreal directly with your Ottawa road, will be for your most serious consideration.

If the proposed connection at the Village of Laclaine can, notwithstanding the objections we have to it, be ultimately shewn to be the only route by which you can reach Montreal, then do you join it—but we know, such not to be the case, and hence our opposition.

We are told that because a few gentlemen, engaged in the Laclaine Railroad, have been the first to obtain a Charter, and that theirs is the only existing one, they must not be deprived of the advantages of it. No one presumes to entertain such a desire. Let them go on and build the road they contemplate, as will no doubt be the case if they have the means, but in the meantime let us all be guarded in making the best possible connections. If your interests had been the chief, the ruling guide of those engaged in the undertaking now under discussion, would not some of you, who were subscribers, have been put into the direction? You can best answer that question yourselves.

Another Charter can and will soon be obtained, and it will be cheaper and better to have a good and proper road, even at the expense of a short delay, than hastily and rashly to engage in one, possibly calculated to subvert other interests than ours. All we can wish and ask is, that you should first be prepared to engage in the undertaking, and we are happy to see that the County of Two Mountains has already taken the initiative, by offering its credit to the amount of £100,000. This example must, and will no doubt be followed by the other Counties interested, and the undertaking will certainly be secured, if your efforts are seconded by our own Corporation.

We have the honor to be,

Gentlemen,

Your obedient servants,

A. M. DELISLE,
WILLIAM WORKMAN,
JEAN BRUNEAU,
SAMUEL GALE,
A. LAROCQUE,
JOHN MOLSON,
LOUIS RENAUD,
H. TAYLOR,
JOS. ROY,
JAMES LOGAN,
PAUL JOS. LACROIX,
JOHN DOBBS,
J. L. BEAUDRY,
H. H. LEMOINE.

Montreal, February 10, 1853.