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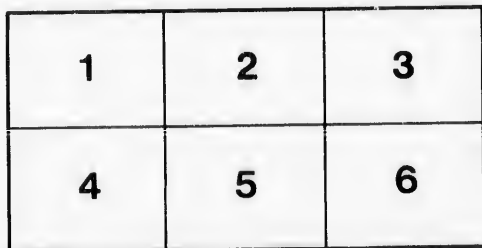
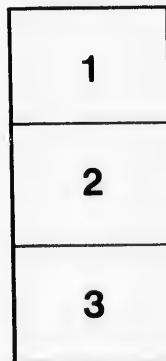
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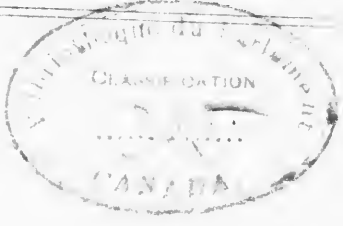
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*Toronto & Ottawa Railway*

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1877

## Toronto & Ottawa Railway.

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THE object in contemplation of the Company is the construction of a Railway between the cities of Toronto and Ottawa, by as direct a route as practicable.

Whether as regards the local or provincial relations of such proposed road, it must be looked upon as of much importance—serving as it will a large section of country to which railway communication is of essential importance, and providing additional means of transportation to tide water of the various productions of the Province.

Meeting at its western terminus the centre provincial trade and commerce, and connecting easterly with the road now being pushed forward towards early completion by the Provincial Government of Quebec, it will form a material element in facilitating the transportation easterly to tide water of the various productions of the Province, whether gathered from the locality proposed to be traversed by it, or drawn from various parts of the Province by the numerous roads converging at Toronto—such increased facilities, involving as well a reduction of freightage as expedition and certainty of transit, upon which the movement of produce so largely depends.

The contemplated road would form the final and completing link of a trunk line of railway communication from the Great West to tide water at Montreal, composed of the proposed road, the Great Western Railway and connections in the west, and the Quebec Government Road in the East.

There would be opened up to settlement and cultivation a very

considerable section of country between Peterborough and Carleton Place, whose development has been hitherto retarded by remoteness and the absence of available means of communication.

There would be afforded direct communication with and transportation to the large and frequent deposits of mineral wealth in the same section of country, whose existence and value are recognized, whereby new and important industries, hitherto kept in abeyance, would be largely fostered, to the general advantage of the Province.

The local importance and necessity of the projected road are such as to make it deserving of consideration in relation to public aid. It must be borne in mind that the only lateral communication easterly or westerly afforded to the section of country proposed to be served is to be found upon the waters, or upon the immediate shore of Lake Ontario—from which even the inconsiderable portion of the section in question presently served by railways, is removed, not merely by distance, but by the more onerous burden of heavy freightage and other inconveniences inseparable from the operation of short local railways—and with which the more considerable portion of the section in question has no available communication.

Taking for illustrative purposes, any point of the proposed section or country, even if such point be served by existing railway communication from the south, we find the freightage to and from frontier communication—say a distance of thirty or forty miles—is, upon the average eight ten and twelve times the mileage rate upon the front, or about equal to the cost of transportation from Montreal to Toronto. During considerable portions of the year an hours business cannot be transacted in Toronto or Montreal without leaving home on the afternoon of one day, only to return on the afternoon of the third day. For all practical purposes, therefore, both as regards cost of transportation, time and convenience, the section in question would be

just as convenient to the centres of trade if, having direct communication, it were removed four or five hundred miles from the centres. Goderich and Owen Sound are by the equivalent of four or five hundred miles more convenient to Toronto than points on the proposed road fifty or seventy miles only from the city.

As to those portions of the said section not served by railway from the south, the inconvenience of situation is, of course, of a more marked character.

These circumstances indicate not merely the importance of the enterprise, from a local point of view—as tending to the removal of the large annual transportation tax, and to foster and bring into operation productive facilities that have hitherto of necessity lain dormant—but as well the impetus that would necessarily be afforded to the development and progress of the Province at large, and particularly its capital, by bringing within easy accessibility a very considerable and highly productive section of country.

For a distance of seventy or eighty miles, namely between the Counties of Lanark and Peterborough, with portions of these Counties, the proposed road would partake eminently of the character of a Colonization Road—traversing a sparsely settled locality, from which Municipal aid will of necessity be limited. Here there is much unoccupied land of the Crown, whose early occupancy would be encouraged, and not inconveniently situated to the north are the free grant lands of the Crown.



The financial expectations of the Company are as follows :

MUNICIPAL AID VOTED.

Peterborough Town.....	\$150,000	
Peterborough County .....	150,000	
Lanark Group .....	90,000	
		\$390,000

MUNICIPAL AID EXPECTED.

Toronto .....	\$250,000	
Ottawa .....	200,000	
North Hastings.....	100,000	
Frontenac and Addington.....	50,000	
Lanark Village.....	10,000	
Carleton County.....	200,000	
Group, east Peterborough.....	20,000	
Peterborough to Toronto.....	200,000	
		\$930,000

GOVERNMENT AID ASKED FOR.

From Toronto to east limit County of Peterborough \$3,000 per mile.....	\$315,000	
From there to County of Lanark, 64 miles at \$7,000 per mile.....	448,000	
Through County Lanark, 31 miles at \$3,000 per mile.....	93,000	
		\$856,000
Average Municipal Aid per mile.....	\$2,176,000	
Average Government Aid asked.....	\$6,500	
Proceeds of Mortgage Bonds for \$12,000 per mile at 80....	4,390	
		9,600
Total per mile.....		\$20,490

The stock of the Company now remaining valid at \$96,000, has not been taken into consideration in the above estimate, but on the other hand the Engineers' estimate of cost includes nothing for promoting and preliminary expenses.

It is the intention of the Company during the winter and ensuing spring to cause by-laws to be submitted for the expected Municipal aid, and from the very general favor with which the project is received by the interested Municipalities, there is little doubt but that such aid substantially to the amount above indicated will be voted in the earlier part of the present year.

As to those portions of the proposed road extending easterly from Peterborough, a distance of thirty miles, and westerly from Carleton Place to the Junction with the Kingston and Pembroke Road, being a distance of thirty-six miles, the Municipal Bonus Scheme is complete or nearly so—it being expected that a bonus for the City of Ottawa will be submitted during the present winter, of which a considerable portion will no doubt be allocated to the road between Carleton Place and the Kingston and Pembroke Road.

Each of these portions of road would penetrate sections of the country remote from existing railway communication, and for this reason largely undeveloped, though abounding in various sources of wealth, and would connect with existing systems of railway considerable sections of the Province.

In the Engineering Reports upon the North Shore Railway, made by General Seymour, Engineer-in-Chief, and formerly State Engineer of New York, and the Consulting Engineer of the Union Pacific Railway, and also one of the earliest promoters of the Northern Railway of Canada, particular reference is made to the importance of a direct line of railway between Ottawa and Toronto, as a most important feeder and auxiliary to the line of the North Shore and the Northern Colonization Railways.

The following extracts from these Reports will shew the appreciation then entertained of the importance of this direct line, by that able and experienced Civil Engineer :—

"A line is about to be constructed from Ottawa direct to Toronto, which, in connection with the Northern Colonization and North Shore Railways, will shorten the distance between Toronto and Quebec, as compared with the distance *via* the Grand Trunk Railway, about 25 miles; and a glance at the map will show that Quebec, Ottawa, Port Huron, and Chicago are nearly in the same air line."

After speaking of the important connections which will be secured at Toronto, with the Great Western and Northern Railways, and also at and west of Ottawa with the Canada Central and the proposed Canadian Pacific Railways, the Report continues as follows:

"The North Shore Railway is therefore destined, at no distant day, to become the eastern terminal link in the great northern line of railways of a uniform gauge, which will connect the tide waters and deep sea navigation of the Atlantic Ocean, not only with the great western Lakes, but also with the Pacific Ocean, by several hundred miles the shortest route across the American Continent. And there can be no doubt that the immense traffic which will naturally flow in this direction, destined to the New England States, and to the harbors of Portland, St. Johns, and Halifax will eventually create the necessity for a railway tunnel or bridge across the St. Lawrence River, at the most practicable point near the city of Quebec.

"Trade and commerce, like running waters, and blood in the animal system, will always seek to flow through the great arteries or channels which nature has provided for them, until they reach the great commercial centres of the civilized world. These centres are now to be found in Europe; and the *shortest* and *cheapest* modes of transport for the great staples Wheat, Corn, Flour, and Lumber, which grow and can be produced in such great profusion in the Western United States and Canada, will eventually prove to be the most successful.

"The valley of the St. Lawrence is a natural outlet for all this traffic lying north of the valleys of the Hudson, the Ohio, and the Mississippi Rivers, and their tributaries. The great chain of lakes

from Superior to Ontario, flow through this valley to the ocean, and so, when capital and enterprise shall have prepared the way, will commerce take the same direction."

Herewith are submitted copies of the Engineer's report and estimate of the cost, with other statistical information bearing upon the character of the country proposed to be traversed by the road.

The correspondence herewith submitted will indicate the present views of Gen. Seymour with reference to the importance of an immediate and united effort being made by all interested parties for the purpose of securing the early construction of a direct line between the cities of Toronto and Ottawa.

W. H. SCOTT,  
President.

Toronto, January 17, 1877.

PRELIMINARY REPORT OF THE HURON AND  
QUEBEC RAILWAY.

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W. H. SCOTT, Esq., President H. & Q. R. R.

SIR,—I beg to submit the following preliminary report of the proposed Huron and Quebec Railway, with estimates of the probable cost and statistics of the resources of the section of the country through which the railway will pass :—

The Huron and Quebec Railway is intended to connect the City of Toronto on the west with the City of Ottawa on the east, passing through the Town of Peterborough, situated nearly midway between these two cities.

The Railway will touch Lake Ontario at Toronto, and extend from thence in a north-easterly direction to the Town of Peterborough, about 75 miles. After leaving Peterborough the line will continue in a direction a little north of east to the Township of Kaladar, in the County of Addington, and from thence to Carleton Place on the Canada Central, the direction will be a little more towards the north east.

As it is proposed to utilize that part of the Canada Central lying between Carleton Place and Ottawa, so far as the question of construction is concerned the Huron and Quebec may be regarded as terminating at the former.

The total distance from Toronto to Carleton Place by this line will be about 195 miles, and will run from 30 to 50 miles back from Lake Ontario, and will pass through the following counties, viz :—York, Ontario, Victoria, Durham, Peterborough, Hastings, Addington, Frontenac, Lanark, and Carleton.

It will thus be seen that the road will pass through one of the richest sections of the country, and the interests of the Agriculturist, the Miner, and the Lumberman must be materially served by its construction. The country from Toronto to the eastern extremity of the County of Peterborough is essentially agricultural, that from thence to Ottawa contains the richest minerals found in the Dominion, and the whole country in rear of the proposed railway is that from which the

greatest proportion of our forest productions is derived. The free grant and other new townships forming the rear of the Counties of Victoria, Peterborough, and Hastings, and on through to the Ottawa River will, on the completion of this railway, be placed in the same advantageous position as the old townships of the Counties of Northumberland and Durham are now with reference to the Grand Trunk Railway.

The proposed Railway will unite directly by rail the capital of the Dominion with that of the Province of Ontario, and will form the connecting link between the railway system centring in Toronto on the west, and that terminating at Ottawa on the east; and its duties will consist in a great measure in conveying the traffic from one of these systems to the other. In consequence of this it is expected that a large amount of rolling stock will not require to be provided in the first instance that otherwise would be necessary. Motive power will be the principal thing required under these circumstances.

The railways at present terminating in Toronto, and from which this traffic may be derived, are the Great Western, the Credit Valley, the Toronto, Grey and Bruce, and the Northern; those at the Ottawa end are the Northern Colonization, the Prescott & Ottawa, and the Canada Central.

The road will also be intersected by several lateral railways running from north to south, and their traffic may be transferred at the point of crossing.

It is quite impossible to estimate the quantity of traffic that will be offered for transportation on the completion of this railway, connecting as it will such large commercial centres as Ottawa and Toronto, the trade of which is already so much developed by the railways centering there. Besides which the local traffic must soon tax to its utmost any road traversing a country presenting such wealth, population, and variety of material productions as that through which this railway will pass.

To afford some conception of the traffic that may be derived from the different localities through which the railway will pass, I have appended a table taken from the last census, shewing the popu-

lation and some of the natural productions of the several counties through which it will extend, and also a table shewing the same with regard to the townships and towns on the line of railway and immediately adjacent thereto.

Your obedient servant,

GEO. A. STEWART,  
Engineer H. & Q.R.R.

December 30, 1876.

ESTIMATE OF COST OF CONSTRUCTING THE  
HURON & QUEBEC RAILWAY.

TOTAL LENGTH 195 MILES—Cost, \$3,911,895.

COST OF ONE MILE.

Quantities.	Designation.	Rate.	Amount.
10 acres.....	Right of Way.....	\$50 00	\$500 00
3 " .....	Chopping and Clearing....	25 00	75 00
2 " .....	Grubbing .....	60 00	120 00
600 rods.....	Fencing .....	1 00	600 00
20,000 yards.....	Earth Excavation.....	0 25	5000 00
500 yards.....	Rock Excavation.....	1 00	500 00
2,400.....	Ties .....	0 25	600 00
90 tons.....	Iron (steel rails).....	45 00	4050 00
	Spikes .....		250 00
	Fish Plates.....		400 00
20 feet.....	Bridging .....	25 00	500 00
2,500 yards.....	Ballast .....	0 25	625 00
20 yards.....	Culverts & Cattle Guards.	60 00	1200 00
	Track Laying.....		300 00
	Station Buildings, &c.....		1000 00
	Engineering, Stationery, &c.....		1100 00
	Contingencies 5 per cent....		841 00
	Rolling Stock.....		2400 00
	Total.....		\$20061 00

GEO. A. STEWART,  
Engineer H. & Q.R.R.



TABLE SHEWING THE POPULATION AND QUANTITIES OF GRAIN RAISED IN 1871,

IN THE COUNTIES THROUGH WHICH THE PROPOSED HURON AND QUEBEC RAILWAY WILL PASS.

TAKEN FROM THE CENSUS OF 1871.

County or Town.	Population. 1871.	Wheat Raised 1871	Other Grains 1871.	Square Miles.
Toronto .....	56,092	.....	.....	9
York .....	59,882	686,274	2,391,798	903
Ontario.....	50,652	533,480	,666,565	859
Victoria.....	30,200	350,279	890,099	1,305
Peterborough.....	30,473	360,540	710,152	2,470
Hastings.....	48,364	239,908	989,477	2,336
Addington .....	21,312	78,291	514,633	2,057
Frontenac.....	16,310	59,379	415,747	329
Lanark .....	33,020	79,639	178,198	1,197
Carleton.....	21,739	153,640	177,718	647
Ottawa City.....	21,545	.....	.....	3
Totals.....	389,589	2,541,630	7,934,387	12,115

STATISTICS OF TOWNSHIPS ON THE LINE OF THE  
HURON AND QUEBEC RAILWAY.

Townships and Towns	Populat'n	Wheat Raised 1871.	Other Grains 1871.	Roots, 1871.
Toronto .....	56,092			
Yorkville .....	2,203			
York .....	10,008	63,728	282,067	304,402
Scarboro .....	4,615	44,513	246,821	289,417
Markham .....	8,152	106,009	400,562	274,062
Whitchurch.....	5,014	74,027	270,865	333,675
Pickering.....	7,375	91,548	363,288	932,140
Uxbridge.....	4,762	72,389	169,328	360,241
Reach .....	6,809	88,552	231,493	556,196
Brock.....	5,175	83,307	204,539	285,668
Cartwright.....	2,514	52,312	93,338	202,911
Manvers .....	4,114	68,996	142,282	187,231
Mariposa .....	5,363	85,326	257,857	428,495
Ops .....	3,350	62,012	152,896	135,905
Emily .....	3,790	72,294	128,530	116,414
Cavan .....	4,761	98,827	166,046	120,768
Ennismore.....	1,104	22,407	30,943	36,808
Monaghan .....	1,479	14,279	32,795	75,002
Sewell .....	3,428	73,033	168,600	215,234
Peterborough .....	5,808	1,859	1,175	17,004
Otonabee .....	3,992	82,120	165,900	159,704
Douro .....	2,671	42,189	75,790	96,054
Asphodel .....	3,247	40,756	80,072	103,933
Dummer .....	1,951	27,023	67,118	62,984
Seymour .....	4,289	56,096	110,687	71,122
Belmont .....	1,575	7,549	21,446	30,952
Rawden .....	3,688	36,104	158,591	62,399
Marmora .....	1,699	7,308	33,162	32,338
Huntingdon .....	2,853	17,873	87,987	60,415
Madoc .....	3,479	19,338	96,656	65,618
Tudor, &c.....	1,055	3,774	12,035	34,004
Hungerford .....	4,633	18,190	104,458	81,851
Elzevir, &c .....	1,393	1,918	14,868	18,000
Sheffield.....	2,615	13,738	62,820	43,049
Kaladar, &c.....	749	1,079	7,351	11,774
Barrie .....	316	510	2,922	5,557

STATISTICS OF TOWNSHIPS ON THE LINE OF THE  
HURON & QUEBEC RAILWAY.—CONTINUED.

Townships and Towns	Populat'n	Wheat Raised 1871.	Other Grains 1871.	Roots, 1871.
Kennebec.....	802	949	6,268	13,718
Hinchinbrook .....	997	2,191	21,062	21,556
Bedford.....	1,839	8,312	20,013	7,807
Osa .....	492	1,712	3,164	14,067
Olden.....	560	817	4,760	14,348
Clarendon.....	408	1,944	2,519	12,569
Palmerston.....	546	2,368	4,906	14,006
Sherbrooke.....	833	3,052	5,118	9,220
Bathurst.....	3,220	24,558	53,829	42,857
Dalhousie, &c.....	2,295	11,165	27,164	41,096
Lanark .....	2,270	12,572	25,599	39,631
Drummond .....	2,467	21,728	47,336	42,772
Beckwith .....	1,977	12,797	46,488	55,420
Ramsay .....	3,218	32,766	66,913	72,023
Huntley .....	2,634	81,800	102,032	92,514
Golborne .....	3,234	21,001	84,365	108,153
March .....	1,347	7,447	37,581	39,944
Nepean .....	5,069	32,546	159,504	194,531
Ottawa .....	21,545	.....	.....	.....
Totals .....	239,772	771,558	5,288,911	6,769,042

PETERBOROUGH, Jan. 8th, 1877.

GENERAL S. SEYMOUR,  
Consulting Engineer, &c., Quebec.

DEAR SIR,—In your earlier Reports upon the North Shore Railway, extending from Quebec to Montreal, I notice that you attach considerable importance to the completion of a direct line between the cities of Ottawa and Toronto.

May I ask you, whether your subsequent experience and observation, during a residence of several years in Canada, have in any degree changed your views upon this subject. And, also, as to what amount of Government and Municipal aid per mile, would, in your opinion, afford a sufficient basis to induce capitalists to invest a sufficient amount in the bonded securities of the Company, to ensure its early completion.

I may state, for your information, that the distance from Toronto to a connection with the Canada Central Railway, at Carleton Place Junction, is about 195 miles; and that from that point to Ottawa, over a branch line already built, is 28 miles; making the total distance from Toronto to Ottawa 223 miles. Also, that the estimated cost of the Railway is \$20,000 per mile, including equipments.

Yours, very truly,

W. H. SCOTT,  
President Huron & Quebec Railway Co.

TORONTO, Jan. 15th, 1877.

DEAR SIR,—Yours of the 8th inst. was received just as I was leaving Quebec, on a visit to the Western part of New York State; and as I am likely to be detained here for a day or two, on account of the stoppage, or irregularity of the trains, I will embrace the opportunity of answering your letter before leaving.

You ask me whether my views as to the importance of a *direct line of Railway*, between the cities of Toronto and Ottawa, have

undergone any change since the date of my early Reports upon the North Shore Railway, in which reference was made to the importance of this connection as a feeder to the North Shore Railway, of which I was then the Consulting and Acting Chief Engineer.

You also ask my opinion as to the amount of subsidy per mile, that would be regarded as sufficient to ensure the completion of the Road, at a total cost including equipments, of \$20,000 per mile.

Referring to the first portion of your letter, I beg to say in reply, that the Reports to which you allude, were written in 1872 and 1873; since which time my convictions respecting the great importance of a direct line of Railway between Ottawa and Toronto, have gained strength from year to year, as I have had time and opportunity to study and become more familiar with the great natural and industrial resources of Canada, and with the laws which must inevitably govern, not only the internal commerce and traffic of the country, but also the relations which must always exist between these and similar elements in the Western and Eastern United States of America.

The Reports referred to were written for the purpose of attracting the attention of the Provincial Government and people of Quebec, as well as of foreign capitalists, to the great importance of the North Shore Railway; but the arguments used will apply with equal and perhaps greater force to the other portions of the great North Trunk Line which I then had in my mind, and of which the *direct line*, from Ottawa to Toronto, forms a most important part.

My efforts in that direction have proved so far successful, that, after the Railway Company with which I was connected had found itself unable to prosecute the work, by reason of the bad faith and inefficiency of its contractors, and the unrelenting opposition of the Grand Trunk Railway Company, the Provincial Government was induced to assume the control and responsibility of completing the entire railway from Quebec to Montreal and Ottawa; and the work of construction is now so far advanced that its completion, within the next one or two years, may be regarded as a certainty.

The knowledge of this important fact, together with the no less important fact, that the extension of the line from Ottawa Westward,

in the direction of the proposed Canadian Pacific Railway, and a connection by branch lines with the Georgian Bay at French River, and with the American system of Railways at Sault Ste. Marie, appear to be quite as far in the future as they were when my reports were written—has impressed upon my mind the very great importance of the immediate construction of the direct line between Ottawa and Toronto: for the reason that this connection must of necessity, and for many years to come, be the key to all the through business that will be done over the Quebec, Montreal and Ottawa Railway.

In view of these considerations alone, it appears to me that there can never be a more favorable time than the present for moving forward with your enterprise, with a view of securing its completion at the earliest possible day. And it also appears to me that the parties who are more directly interested in its early construction should not hesitate a moment in coming forward with all the means at their command in order to secure a result so important to all concerned.

By the construction of this direct line, the *Ontario Government* will secure, not only a direct railway connection between its own and the Dominion seat of Government, but it will also afford to that portion of its citizens who are living in the now comparatively secluded regions through which some portions of this line will pass, all the advantages that are enjoyed by the more favored portions of the community whose lot has been cast either along the line of the Grand Trunk Railway, or along the borders of its navigable lakes and rivers. It will also secure the opening up, for settlement and improvement, of a very large extent of country, which is now comparatively unutilized, although abounding in Lumber, Minerals, Agricultural and Manufacturing facilities, and many other latent sources of wealth.

By the same means the *City of Toronto* will secure the advantages resulting, not only from a direct railway connection with the national capital, but also the benefits resulting from a concentration at this focal point of all the traffic and travel that is destined to pass over an additional and more favorable through route, from the great West to Ottawa, Montreal, Quebec, and the Atlantic sea-board.

*The Municipalities along the line* will not only place themselves

upon an equality with their fellow citizens who are located along the lines of existing thorough fares but they will also very soon receive back *many times* the amount of any aid which they may give to the road in the increased value that its construction will give to their lands or other property, and also to the products of their farms and manufactories.

*The City of Ottawa*, the Capital of the Dominion will not only relieve itself from the inconveniences of its present isolated position, but it will also secure all the commercial advantages resulting from a confluence of the two great Western arteries of travel and commerce which at no distant day will pass through that city on their most direct route to and from the Atlantic Ports and the great West.

*The City of Montreal* will secure much more than a repetition of the great benefits which it has already derived, from the construction of the Grand Trunk Railway.

*The Province of Quebec* will secure for the line of Railway which she is now constructing, a large and profitable traffic, which will be quite ~~sure to~~ render remunerative an investment of many million dollars, which otherwise may become unproductive.

With so formidable an array of *powerful interests and elements of success* in favor of the early completion of your railway, it does not seem possible that a decided *forward movement*, at the present time, can be attended with anything but *complete success*.

With reference to the amount of cash subsidies, or subscriptions, that should be secured in advance, in order to afford capitalists an inducement to invest in the bonded securities of the Company, I would remark, that the nearer you can approach to a *cash basis* the less will be the ultimate cost of your road, and consequently the more attractive will be the investment.

You inform me that the estimated cost of the road and equipments will not exceed \$20,000 per mile. Upon this basis I think it would be safe to proceed upon the assumption that if you can secure one half the amount, or say \$10,000 per mile, in reliable subsidies, equal to cash, a First Mortgage bond of say twelve or thirteen thousand

and dollars per mile, may be readily placed at such rate as would secure the balance of the means required to complete and equip the Railway.

Wishing you every success in the prosecution of an enterprise, the speedy completion of which has, to my mind, become a commercial necessity,

I have the honor to remain, dear Sir,

Your obedient Servant,

SILAS SEYMOUR,  
General Consulting Engineer.

W. H. SCOTT, Esq.,  
President of the Huron & Quebec Railway Co.,  
Peterborough, P. of O.



