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FIRST REPORT

OF THE

CANADA CENTRAL RAILWAY CO'Y.,

FOR THE

YEAR ENDING 30TH JUNE, 1869.

Brockville :

PRINTED BY DAVID WYLIE, BUELL STREET.

1869.

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Canada Central Railway Company.

OFFICERS :

JOHN G. RICHARDSON, PRESIDENT.

H. ABBOTT, VICE-PRESIDENT & MANAGING DIRECTOR.

W. R. WORSLEY, SECRETARY AND TREASURER.

DIRECTORS :

JOHN G. RICHARDSON, Esq., NEW YORK.

J. W. B. RIVERS, Esq., BROCKVILLE.

H. ABBOTT, Esq., “

GEO. LOWE, JR., Esq., “

JOHN ASHWORTH, Esq., OTTAWA.

R. W. SCOTT, Esq., “

HON. JOHN HAMILTON, HAWKESBURY.

181039

THE HISTORY OF THE

REIGN OF

CHARLES

THE SECOND

BY

JOHN BURNET

OF THE UNIVERSITY OF OXFORD

IN TWO VOLUMES

VOLUME THE SECOND

LONDON

Printed and Sold by J. BARNARD, at the Crown and Black-Swan, in Strand, 1734.

CANADA CENTRAL RAILWAY.

MANAGING DIRECTOR'S REPORT.

OTTAWA, 1st August, 1869.

*To the President and Directors of the Canada Central
Railway :*

GENTLEMEN,

In compliance with a resolution of the Board of Directors of this Company, passed at a meeting held at Ottawa on the 14th August of last year, I proceeded to England on the 21st of that month, for the purpose of laying before the English shareholders the plans and profiles of the line, together with such other statistics and information as were required to enable persons unacquainted with the localities to form some idea of the probable amount of traffic the proposed Railway would command, in order that they might take such steps as they considered necessary to induce other capitalists to take an interest in the enterprise.

On my arrival at London, (England), I ascertained that Mr. Bolckow,—with whom I was desired first to put myself

in communication,—was on the continent, whence he did not return until the 29th of September. Subsequent to that date, and accompanied by him, I had several interviews with influential men in London, with the view to the immediate introduction of the scheme to the public, but I regret to say that the result was in every instance unfavorable to the placing of any Canadian Railway scheme on the market, in the then state of public feeling as regarded those enterprises, more especially unless either the interest on the capital was guaranteed by the Canadian Government, or a sufficient local subscription obtained to offer some assurance to people at a distance, that the inhabitants of the district through which the proposed line would run, had faith in the enterprise.

It was consequently evident that the time chosen for the introduction of the scheme in London was unpropitious, and also that had it been even more favorable, the probability was that without some such evidence of local interest as I have above indicated, the attempt,—though backed by the powerful influence of Messrs. Bolckow and Vaughan,—would most likely have been a failure. Subsequently an effort was made to raise funds through a private source, the details of which attempt it is unnecessary to specify, inasmuch as it also fell through for the same reason, viz., a want of confidence on the part of English capitalists in Canadian Railway securities.

Towards the latter end of October, I proceeded to Middlesboro', at Mr. Bolckow's request, for the purpose of laying the matter before some of his more immediate personal friends in that locality.

He arranged with them for several meetings, and the merits of the scheme were thoroughly discussed, but with the same result as in London, except that still more stress was laid upon the fact that there was a total want of evidence of a local character, that the road was needful to the inhabitants, and that, consequently, in the face of the failure of other

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Canadian railways to pay in... could scarcely be expected that pe... would put money into an enterprise wh... to show that those in the locality ha... proving a paying investment. The st... interested in the scheme convinced me that ha... not been wanting, it would have proved a st... that without it the valuable charter of the Canada... Railway Company must prove a dead letter, as,—with the discredit attaching to our railways,—it is now useless to expect capitalists to furnish money to build new ones in this country without some substantial guarantee that they are likely to be remunerative investments.

I left England on the 5th November, and arrived in Brockville on the 20th, and in compliance with a request of Mr. Bolckow's, I at once commenced the preparation of a prospectus and maps, with a view to making another effort in London to introduce the scheme on the market, in the event, either of a reaction occurring in the public feeling there, or of individuals or municipalities here taking the matter up and offering such assistance as was required to make the scheme more attractive. As far as I can learn no such change has occurred in England, and nothing has been done in the localities interested, although ever since my return I have endeavoured, on all occasions,—through the press and otherwise, wherever opportunity offered,—to urge upon the people of Ottawa and vicinity that if they really desire to see the road built,—which I cannot but believe they do,—it is absolutely necessary that they should offer such encouragement by subscribing stock, giving bonuses of right of way, &c., as to demonstrate their wish for the railway, and their willingness to contribute towards its construction in such a manner, that,—backed as it would be by the powerful influence of the gentlemen who thus far have controlled the charter,—sufficient confidence might be established to enable them to float off the scheme, and construct a railway

which will promote the trade of Ottawa city, and will provide for the whole of the western portion of the Dominion.

I regret to have to say that hitherto there has been a marked apathy exhibited by those in the localities interested in the railway built, resulting partly from the erroneous impression has gone abroad, caused by the unavoidable commencement of the work last season, that it will be completed whether they assist or not. Every effort has been made, more especially since my return from England, to counteract the pernicious effect of this absurdly false impression, and I trust that all interested now fully realize that they must *themselves* come forward and subscribe liberally in aid of the road if they desire to derive the benefits which will undoubtedly follow on its construction, and to keep pace with other more favoured portions of the Dominion.

I beg to submit herewith the Secretary-Treasurer's statements, showing the expenditure up to date, with a report from the Company's Engineer on the progress of the construction of the railway of which he has charge.

It will be seen by these documents that the total cash expenditure up to date has been \$52,456.29, in return for which we have a station ground at Ottawa city, two and a-half miles of road graded, the excavation of two of the heaviest rock cuttings between Ottawa and Carleton Place nearly completed, this portion of the line almost entirely cleared, and sufficient fencing material and ties delivered for the whole distance.

I remain, Gentlemen,

Your obdt. servant,

(Signed),

H. ABBOTT,

V. P. & M. D. C. C. R.

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ENGINEER

August, 1869.

SIR,—

In compliance with the request made by you a short time since, I beg to hand you the following statement of the amount of work done upon the line during the past year, for the information of the President and Directors of the Canada Central Railway.

Two of the heaviest rock cuttings, viz., that near the house of Judge Armstrong, above this city, and the other leading into the station ground at Carleton Place, are in course of excavation, and will soon be completed, and in addition to these a mile and a quarter of railway, at either end, is graded and ready for the superstructure.

The entire line, with the exception of a distance of less than a mile, composed of clumps of wood still uncut, is cleared to its full specified width of one hundred feet. A complement of fencing material has been placed "in situ," and though, at this moment, I am not prepared to give the exact number of ties furnished, in consequence of those we have obtained from up the Mississippi river not being yet delivered in a state for examination, I can still confidently assert, from inspection I have made, that a sufficiency is now in hand to equip the whole length of the main line from one end to the other.

The only right of way which has yet been acquired, is the property of Mr. John Rochester, on the "flats," which has been purchased for a station ground.

As you desired, I handed in a plan to accompany the application of Mr. Richardson for the right of way through the city. Upon this plan two lines were laid down between the crossing of the Richmond road and Ashburnham Hill, one running along the road and the other skirting the foot of the hill itself.

mentioned as most desirable, but a [redacted] to the latter, stating that in the event of [redacted] to give the road, it was likewise practicable [redacted] taken instead.

The day [redacted] of the Council had taken place, I was sent to [redacted] worship the Mayor, who told me objection was [redacted] both the lines mentioned, and asked if I would [redacted] the satisfaction of the Council, make an examination of the ground to the southward of Ashburnham Hill, and ascertain what could actually be done there.

I said I could see no objections to doing so, but that I felt satisfied the great additional length of line required would make it a change not likely to be entertained by the Directors.

A survey has since been made, and in addition to an increased length of line of nearly a mile, the extreme roughness and rocky nature of the ground leads me to the undoubted conclusion that I was right in my conjecture, and that adherence to the entrance already selected, as shown by one or other of the two lines first submitted is a certain consequence.

This involves the amount of actual work done, and I do not know that I can say more than that when the Company once makes a move toward the complete construction of the line, they will find the forests cleared before them, part of the fencing already erected, the material for the whole of it delivered, all the ties they require in hand, and nothing left to be done but to grade the road bed for their reception, and top them with the rails.

I am, sir,

Your obedient servant,

D. STARK,

Engineer C. C. Ry.

H. ABBOTT, Esq.,
Vice-President C. C. Ry. }

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At the meeting of Directors on the 13th inst., the following gentlemen were elected for the ensuing year :

J. G. RICHARDSON, President; J. C. POWELL, Vice-President and Managing Director; J. C. POWELL, Secretary and Treasurer.

Moved by Mr. Abbott, seconded by Mr. Powell,

Resolved,—That this Board understood from the City Council of Ottawa had liberally determined to meet the views of the Company, by donating the right of way through the city, as laid down by the plan submitted to the City Council ; but now learns, with disappointment, from the report of its Engineer, that such concession has been declined, and that the Company is desired to make its approach to the city terminus by a line more devious, involving largely increased length of track and cost of construction ; that it would not be judicious to incur this extra cost, and, therefore, that the Company respectfully urges the City Council to reconsider this matter, so important to the welfare of Ottawa, because, unless a city connection, suitable to the views of the Company, as well as to the present and future wants of the city, be donated, and the public interests of the City of Ottawa thus demonstrated ; this Board fears that the success of the entire enterprise will be imperilled. *Resolved*—That a copy of this resolution be submitted to the City Council, and also published.

Carried.

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