
Ottawa, Smiths Falls and Kingston

From Canadian Railway and Marine World/Canadian Transportation - showing date and page number

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Press reports state that it is proposed to operate this line, when constructed, with cars and trains which will generate power for themselves. Each car or locomotive will be equipped with a gasoline engine for the purpose of driving a dynamo for generating power.

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Press reports state that surveys for this projected railway have been completed between Smiths Falls and Manotick and that the engineering party is now going over the route between Smiths Falls and Kingston.

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The prospectus filed with the provincial Secretary, Toronto, sets out that the company was incorporated by the Ontario Legislature Mar. 8 1911 with a capital of \$1,000,000 and office at Ottawa. The provisional officers and directors are:- Chairman, F.A. Heney, Ottawa; Vice-Chairman, E. Kidd, M.P. North Gower; Secretary-Treasurer, G.L. Dickenson, Manotick; General Manager, U.L. Upson, Ottawa; Other Directors- N.P. McGrath, Ottawa; Rev. D'A. T. Clayton, J.C. Graham, Kars; J.E. Caldwell, City View; J.C. Graham, Kingston; Solicitor F.B. Proctor, Ottawa. It is intended, according to the prospectus, to start construction as soon as 2,500 shares of the capital stock have been disposed of and 10% thereof paid up.

The plans show a line from Ottawa passing through or near City View, Manotick (sic), Kars, Bridge View, Burritt's Rapids, Andrewsville, Merrickville, Kilmarnock, Smiths Falls, Lombardy, Newbooyne, Portland, Elgin, Morton, Seeleys Bay, Brewers Mills, Washburn, Joyceville, Cashendalm and Kingston Mills to Kingston. An alternate route has been surveyed from Seeleys Bay to Kingston Mills passing through or near Heeleysville, Sunbury, Mount Cheshire and Maple Lawn. A branch line has also been surveyed from Smiths Falls passing through Perth to Lanark. The construction programme outlined divides the main line into two sections - Ottawa to Smiths Falls, 47 miles and Smiths Falls to Kingston, about 60 miles. The surveys for the section from Ottawa to Smiths Falls have been completed and those from Smiths Falls to Kingston have been partially made.

The population to be served on the Ottawa-Smiths Falls section is placed at 106,800, and the estimated cost of construction at \$430,000, or with the addition of \$21,000 for supervision, engineering and legal expenses, and \$18,000 for two 50 ton locomotives, three freight cars, two combination cars and two coaches \$469,500. The estimated revenue from this section is placed at \$160,000 and the operating expenses at \$96,096 leaving a surplus of \$64,064 for interest, dividends etc. The company is authorized to issue bonds for \$30,000 per mile of line constructed. The estimated cost of the Smiths Falls-Kingston section, subject to revision on completion of surveys, is placed at \$934,000 including supervision etc. No estimate of earnings for this section has been made.

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Ottawa, Rideau Lakes and Kingston. T.R. Clougher, London, Eng., and H.E. Upson, Ottawa, made an inspection of the route of this projected railway from Ottawa to Kingston, early in July. Mr. Clougher is quoted as saying that with the exception of 20 miles at the Kingston end the line would be an easy one to build and that the company was arranging for the financing of the line, and that he expected that construction would be started early in 1913.