

Local Railway Items from Area Papers - Ottawa, Smiths Falls and Kingston Railway

03/03/1911 Renfrew Mercury

Ottawa, Smiths Falls and Kingston

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09/03/1911 Merrickville Star-Chronicle Ottawa, Smiths Falls and Kingston

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17/03/1911 Renfrew Mercury

Ottawa, Smiths Falls and Kingston

The route map of the Ottawa, Smith's Falls and Kingston Electric Railway was submitted a few days ago to the township of Montague for approval of the people of that section who are beginning to think the promoters of the line mean business. The map shows the line running on the north side of the Rideau River up from Ottawa, through Manotick, Kars, North Rideau, Merrickville, Kilmarnock to Smith's Falls. From here a branch line is projected to Lanark village through Perth.

12/04/1911 Ottawa Citizen

Ottawa, Smiths Falls and Kingston

Ottawa-Kingston

New Electric Railway Company Elects Directors.

A meeting of those interested in the construction of the electric railway along the Rideau canal from Ottawa to Smith's Falls and to Kingston was held in the county council chambers this morning and great enthusiasm was manifested in the undertaking. The charter has been secured. It gives provision to build either a steam or electric line and allows operation of an express company in connection. It capitalizes the company at one million dollars.

The meeting was held today to go on with the work of raising capital for beginning the road. The provisional directors elected were F. A. Heney, of Westboro; W. Kidd, of Burritt's Rapids; J. F. Caldwell, of City View; G. L. Dickinson, of Manotick, and George Boyce, of Merivale.

U. L. Upson, of Toronto, a railway expert, gave a number of suggestions of the cost of construction.

A series of meetings will be held along the route to create interest in the project

22/06/1911 Kemptville Weekly Advance Ottawa, Smiths Falls and Kingston Kars

Carleton County's New Railway

Optimistic Addresses at Kars Meeting Wednesday Evening. Evenings Prospect's Pleasing.

A Kars reporter writes: A most successful meeting in the interests of the Ottawa, Smith's Falls and Kingston electric railway was held Wednesday evening in the Workmen Hall at Kars. Mr. R. H. McElroy, M.P. presided. Addresses were delivered by Mr. Ed. Kidd, M.P., and Mr. E. P. McGrath [sic], ex-Alderman of Ottawa, expressing cordial support and endorsement of the important project which will provide railway service so long desired along the Rideau. Mr. Stratton, merchant of Kars, also endorsed the scheme. Mr. W. L. Upson a practical railway man who had driven over the proposed route from Kingston to Kars, reported meet favorable. He said that the line would be easy of constructing and under proper management must prove a financial success, in the service of the important interests lying along the route. Rev. Mr. Clayton urged united action to secure the railway. Mr. Geo. Hopper of Merivale stated that the people of this district were most favorable to the prospect. The public problem [sic] of the meeting then closed, after which a meeting of the promoters was held, and subjects relation to the scheme were discussed. Meetings along the route and a list circulated. The second step of the enterprise is thus entered upon with a determination to begin actual construction in the near future after definite location has been decided upon. The railway company's provisional directors are as follows: R. H. McElroy, Kars; T. A. Kidd, Burritt's Rapids; F. A. Heney, Ottawa; Geo. Boyce, Merivale; J. C. Graham, Kars; A. E. Baker, Merrickville; J. S. R. McCann, Kingston; J. E. Caldwell, City View; Rev. D'Arcy T. Clayton, Kars; Dr. Scott, Lanark; Ed. Kidd, North Gower; E. P. McGrath, Ottawa; G. L. Dickinson, Manotick, is provisional secretary, treasurer and Mr. F. B. Proctor, of Ottawa, solicitor for the company.

13/07/1911 Merrickville Star-Chronicle Ottawa, Smiths Falls and Kingston Merrickville

Electric Road A Possibility.

Bright Prospects for Another Railway to the Capital.

A public meeting was held in the Town Hall on Thursday evening last to listen to the addresses of those who are endeavoring to interest sufficient capital to make the proposed Ottawa, Smiths Fall and Kingston road a reality.

Dr G. D. Scott, the reeve, was voted to the chair and after explaining the object of the meeting called on the various speakers to address the meeting. The first speaker was Rev. D'Arcy T. Clayton of Kars, who pointed out the beauties of the Rideau route, this valuable section of country through which the railway will pass and the great need to the sections interested of such a line.

Mr. J. L. Upson of Buffalo, a practical railway man and an expert on railway building then went into the technical side of the matter. In all his experience in railway building he had not seen a more promising looking section for an electric road and he was satisfied it was an excellent business proposition. He said he was not trying to sell stock in the road. He was here to explain the matter from the railway man's standpoint and he would have no hesitancy in recommending the line as an investment to financial men. Of course he explained the preliminary work, such as profiles, grading, staking out, etc., would have to be done first so that the present directors would have something tangible to offer the moneyed men when the proper time arrived.

Brief remarks were also made by G. L. Dickinson of Manotick, and Messrs. R. C. Percival, G. W. Elliott and F. A. J. Davis. All spoke in favor of the project pointing out the benefit such a line would be to the town and this district generally.

As it is necessary to secure sufficient money to proceed with this development work, stock sheets were left here and any one who desire may subscribe for stock through Mr. A. E. Baker who is the local provisional director.

24/08/1911 Kemptville Weekly Advance Ottawa, Smiths Falls and Kingston Kar

Our Kars reporter writes: "The surveyors passed through Kars a few days ago surveying the road for the new Ottawa and Kingston Electric Railway. They expressed a belief that the road would be completed within a year. A great many local farmers have taken stock."

31/08/1911 Kemptville Weekly Advance Ottawa, Smiths Falls and Kingston Burritt's Rapids

ELECTRIC RAILWAY PROGRESS

Our Burritt's Rapids reporter writes:

The surveyors of the proposed Ottawa and Smith's Falls electric railway arrived here on Saturday. Mr. M. B. Smith of Charlottetown P.E.I. is in charge of the party under Messrs. Farley Bros, of Ottawa, who have the contract. The survey is now completed between Manotick and Burritt's Rapids. The course as marked out is as near as practicable to the highway along the north side of the Rideau from Burritt's Rapids to Manotick. Mr. N. Lapson of Toronto has received the appointment of General manager of the project and has opened permanent offices in the Bank Street Chambers, Ottawa.

The survey of the road for the Ottawa, Smiths Falls and Kingston electric railway has been completed between Ottawa and Smiths Falls and is being hurried forward between the latter town under the able surveillance of Mr. U.L. Woson of Toronto and Mr. Earley, of Hull. It is proposed to have the Ottawa terminus at Preston street temporarily, and to have a freight station at the limits of the city.

List of directors --

The surveyors of the K. and O. Electric Railway are working in the vicinity at Washburn, twelve miles above Kingston. It is reported that the road will cross the Rideau Canal at what is known as the High Banks, three or four miles south-west of Seeley's Bay.

Note: Believe this refers to the Ottawa, Smiths Falls and Kingston Railway.

Electric Railway Route Defined.

Estimate. Given of Cost of Construction and Earnings Expected -

A meeting of the jDirectors of the proposed Ottawa, Smiths Falls and Kingston Electric Railway was held In Kingston last week.

The object of the meeting was the subscription of stock in the proposed scheme in order to have the charter ratified next October and also to present an estimate of the cost of construction and the earning powers of such a railway.

It is necessai- y that \$250,000 worth of stock be subscribed by October, \$25,000 of it to be paid for in order that the charter be confirmed.
ESTIMATED COST.

The following were some estimated figures as quoted by U. L. Upson, Ottawa on behalf of the directors of the railway.

Cost of Northern Division, Smiths Falls to Ottawa. Preliminary expenses \$10,000; right of way, \$20,000, construction of 47 miles, \$410,000, supervision, engineering and legal advice, \$21,500; equipment, \$18,000, total \$479,500

Southern Division from Kingston to Smiths Fails, Construction of 60 miles at \$10,000 per mile, as in Northern Division \$900,000; extra bridges excavations etc. \$115,000; extra equipment \$150,000; right of way \$25,000: total \$469,000.

Total cost of both divisions (105 miles) \$1,404,000.

Average cost per mile \$13,371,48

ESTIMATED EARNINGS

The following were some of the figures presented as to the earning power of the Northern Division of the proposed railway:

Population served 106,800

Multiply by 3 - 320,400

Average each in fares, 40c.

Passenger earnings, \$128,100.

Mail, express and milk, \$8,000.

Freight, \$24,000.

Total, \$160,160.00

Deduct operating expenses, 60 p. c., \$96,096.

Surplus earnings over operating expenses, \$64,064.

Mr. Upson staled that the estimate of the probable earnings between Kingston and Smiths Falls had not yet been completed, but that it was safe to assume that they would be as great if not greater proportionately than those of the Northern Division.

AMUSEMENT RESORTS

It was the intention of the dilectors, said Mr. Upson to establish amusement resorts and public parks at various points along the Rideau River and Lakes.

ROUTE

This line in its 105 miles would pass through or near the following cities, towns and villages: Ottawa, Merivale, Jackvale [sic], Manotick, North Gower, Carsonby, Kars. Osgoode, Kemptville, Beckett's Landing, Burrit's Rapids, Andrewsville, Merrickville, Smiths Falls, Lombardy, Portland, Forfar, Westport, Elgin, Morton, Lyudhurst [sic], Seelys Bay, Brewers Mills, Washburd, Joyceville, Kingston Mills and Kingston.

CHANGE OF NAME

It was also suggested by Mr. Upson that the name of the railway be changed. from the Ottawa, Smiths Falls and Kingston Electrick Railway to that of the Ottawa, Rideau Lakes & Kingston Electric Railway. The object of this would ho to more easily advertise the route for the American tourist traffic.

A company of English capitalists may take over the Ottawa, Smiths Falls and Kingston electric railway. They have an option on the road until August next--

Will Grant Option

On Ottawa, Smiths Falls and Kingston Electric Road.

A Kingston despatch says :

A special meeting of the shareholders of the Ottawa, Smiths Falla and Kingston Electric Railway Company was held at court house Saturday to consider and, if deemed advisable, ratify an agreement granting Nugent M. Clougber, of London, England, an option for one year to purchase the charter, property, contracts, credits and effects of the railway for the price of \$25,1100, the money to be paid in cash or common stock of the said railway company, upon the exercise of the option within the period of time stated. The shareholders present signed almost unanimously in favor of the transaction, and 108 proxies in its favor have been received out of a total stock list of 275.

A meeting of the directors of the railway will be held here next Tuesday. Ex-Ald. J.S. R. McCann, of Kingston, is a member of the directorate.

At a meeting of the sharehoiden of the Ottawa, Kingston, and Smith's Falls Railway, held in Ottawa last week, it was decided to accept \$25,000 from the Nugent M. Clogherr Company of London for an option for a year on all the property and assets of the railway company.

Kingston & Ottawa Electric Rly.

This Electric Railway to operate between Ottawa and Kingston has already been surveyed, and the front lots on Lorne Street, in Rideau Heights, will face on this Electric Line. It is expected before long, and will quadruple prices in Rideau Heights on arrival.

(Note - it is assumed that this refers to the Ottawa, Smiths Falls and Kingston Electric Railway)