

Local Railway Items from Area Papers - Carp, Almonte and Lanark Railway

01/01/1892 Renfrew Mercury Carp, Almonte and Lanark

An election railroad is doing duty in the North Lanark campaign. The following advertisement is published:- "Notice is hereby given that an application will be made to the Parliament of Canada at its next session for an Act to incorporate a company to build, equip, maintain and operate a line of railway in the province of Ontario, from a point at or near Carp, in the township of Huntley, in the County of Carleton, or from such a point in that vicinity as will enable a connection to be made with any railway that may be built between the City of Ottawa and the village of Arnprior, touching the town of Almonte, a distance of about 10 miles, thence to the village of Lanark, a further distance of 16 miles, thence to any point in the township of Oso at or near Sharbot Lake, where a connection can be made with the Kingston and Pembroke Railway, a further distance of about 24 miles; the total length of about 50 miles, with the benefits, privileges and powers usually granted to railway companies.

15/01/1892 Almonte Gazette Carp, Almonte and Lanark

As will be seen by a reference to our advertising columns, a public meeting will be held in the town hall on Saturday evening of next week to take action with reference to the proposed line of railway from Carp to Sharbot Lake. Let there be a large attendance.

THE NEW RAILWAY

Carp to Sharbot Lake

VIA ALMONTE AND LANARK VILLAGE

The Scheme Fully Discussed at Saturday's Meeting - A Report of the Proceedings - A Committee Appointed to Secure a Charter and Push the Matter

The railway meeting held in the town hall last Saturday afternoon, was well attended, and much interest was evinced. Quite a number of prominent men from the municipalities interested in the proposed new line of railway were present, and several of them took part in the discussion. On motion Mr. Bennett Rosamond, M.P., was appointed chairman.

On taking the platform Mr. Rosamond made a short speech, in which he expressed himself as being heartily in favor of the proposal to build a railway from Carp via Almonte and Lanark to Sharbot Lake, and he said he would do everything in his power to further the scheme. He then called on Mr. W. H. Stafford, who had been appointed secretary pro tem.

Mr. Stafford gave an explanation in regards to the proceedings that had already been taken and said the meeting had been called in order that an interchange of views might be had with regard to the proposed railway, and, if thought desirable, that a committee might be appointed to secure a charter from the government and push the scheme. He left matters in reference to the route, etc., to be dealt with by Mr. Bell, as that gentleman had taken a prominent part in bringing it before the public, and had gone to considerable trouble to procure information that would be of interest to the audience.

Mr. Andrew Bell, C.E., then took the platform and explained the scheme. To the eastward, he said it was well known that the "Ottawa and Parry Sound Railway" had been surveyed and was now partly under construction in connection with the Canada Atlantic Railway, from Ottawa via Arnprior and Renfrew to Parry Sound. Between Ottawa and Arnprior two lines had been located - one passing through March, Torbolton and the northern part of Fitzroy; the other through Huntley, &c, via Carp Village. If the Carp to Sharbot Lake scheme were fully determined on, it would decide the O. & P.S.R. to adopt the latter. To the west the Toronto and Ottawa Railway - really the G.T.R. - had laid their rails as far eastward as Bridgewater, and had their line mostly graded from there past Sharbot Lake to some distance this side of Maberly. It was to connect the Ottawa and Parry Sound Railway with the Grand Trunk system at Bridgewater that this new railway had been projected from Carp through Almonte and Lanark Village to some point at or this side of Bridgewater. It would give connection eastward via the C.A.R. with Ottawa, Montreal, Boston and New York; also, via the Ottawa and Parry Sound railway, with Georgian Bay, and thus by water with the north-west; and westward, via the G.T.R. system, with Toronto and all points west - all entirely independent of the C.P.R. It would also give a direct independent railway from Ottawa to Toronto, and, in addition, could connect somewhere in the vicinity of Sharbot Lake with the K. & P. leading to Kingston. The object to be obtained was to supply railway facilities to the large section of country between Almonte and the Kingston and Pembroke Railway, which is now devoid of such facilities; and also to secure a competing line, so as to give us cheaper freight rates and better railway accommodation in every way than we have at present. Mr. Bell pointed out particularly the advantages to Almonte of such competition. No large new industries would nowadays locate in a town unless it had competing lines of transportation, because where there is only one as in Almonte, the manufacturer is at the mercy of that one, and according to human nature, it was sure to exact the last cent. Competition in manufacturing had become so keen that freight rates were an important factor in determining location. Mr. Bell gave instances that had come under his own knowledge of large industries which would have settled here had we had a competing line of railway. It was our duty, therefore, to put ourselves at once in a position to secure the next one looking for a location. There was considerable unused water-power at Almonte, and as, on account of recent inventions, power can now be transmitted by electricity, there was no reason why the extensive water power two and four miles below Almonte should not be utilized for manufacturing purposes in Almonte. He believed that if we had had a competing line three years ago Almonte would now be two or three times the size it is. The advantage to Carp would be that it would be a junction town, thus ensuring all trains stopping there, and therefore giving good passenger and other accommodation. To Lanark Village and the surrounding country it would be a great boon, as they are now without any railway at all. It would stimulate and increase the manufactures which had already taken a hold there. By lowering freights it would increase the prices of grain - a direct advantage to every farmer within reach of the line. Mr. Bell said he had recently gone through the country to be traversed by the new railway, and described the line, it would be a very easy one to build. Between Carp and Almonte the country was level, and no difficulty would be met. At Almonte the line would cross the river near Mr. Caldwell's Sawmill and pass overhead under the C.P.R. Thence to Lanark the line would be nearly straight, through an easy country, consisting mostly of beaver meadow, solid swamp, &c. From Lanark westward three routes presented themselves. The northern one would pass on the north side of Lanark Village and through Dalhousie, to cross the K. & P. at Robertsville. The middle one would go through Lanark Village, cross the Mississippi near Plairfairville, thence north of Bennett's Lake, and join the grading of the T. & O. (G.T.R.) a little way west of Maberly. The southern line would pass Lanark a little south of the toll-gate on the Perth road; go through Fallbrook south of Bennett's Lake, and join the grading of the G.T.R. at McGowan's Lake, about three miles this side of Maberly. The choice of route from Lanark west should, he thought, be left for future consideration. The distances were as follows: from Carp to Almonte, 10 miles; Almonte to Lanark, 16 miles; Lanark to Sharbot Lake, 24 miles; Sharbot Lake to Bridgewater, 35 miles - in all 85 miles. If the southern route from Lanark westward were adopted only 37 miles of new grading would be required between Carp and McGowan's Lake. In any case as much as possible of the old grading of the G.T.R. would be utilized from Bridgewater. Until the charter was obtained negotiations could not be entered into with the C.A.R., or the G.T.R., but it was expected that after that co-operative arrangements would be entered into with either or both - they worked together. Mr. Bell stated that until instrumental surveys were made an estimate of the cost could only be approximate. All materials entering into railway construction were at present very cheap. He placed the average cost per mile, not including rolling stock of any kind, at \$10,000. It was expected that, as the proposed road would connect at both ends with other railways, operating arrangements, at least, could be made with one or other, even if full amalgamation were not made. As to how the money is to be raised he said he would leave that part of the subject to abler hands. It had been done before, and could be done again.

Mr. D. McElroy, of Carp, followed Mr. Bell, and said there was a strong feeling in favor of the proposed road in the Carp section. The people there wanted the road built. It would prove a feeder to the O. & P.S.R.R. and the C.A.R., and would run through a fine section of country. He strongly advocated having a public meeting at Carp to lay the question properly before the people. He urged that definite steps be taken without delay.

Dr. G.H. Groves, of Carp, compared the two routes from Ottawa to Arnprior, and gave reasons to support his contention that the Carp route was very much superior to that via Torbolton. He thought the first thing to do was to make an effort to have the O. & P.S. road built by way of Carp, and thus help the Carp and Sharbot Lake R.R. scheme. Every effort should be made to secure a charter for the C. & S.L. route at once.

Mr. James Donald, reeve of Dalhousie, advocated building the line west of Lanark via Robertsville and to connect with the K. & P.R. It would be a splendid road, passing through a section rich in timber and minerals, and that route would, he believed, be liberally bonussed by the municipalities through which it would pass. He believed the scheme a perfectly feasible one and he hoped its promoters would place it where it would do most good. He thought the route he suggested would be a much better one than the one Mr. Bell seemed to favor.

In reply to Mr. Donald Mr. Bell said the only points decided on were that the proposed new road would be built from Almonte to Lanark. West of Lanark the best route, and the one that offered the most liberal bonus, without doubtless be taken. There would be no difficulty in building over any one of the three routes.

Mr. Arch. McKinley, Mr. J.K. Darling and several others gave instances showing the advantages accruing from having competitive railway lines. The chairman showed how railway companies could carry freight over a long line at a cheaper rate than on a short line, and said the winter rates were necessarily higher than in the summer season, because the running expenses were much greater. This was in answer to some previous speakers. He strongly favored the effort to secure this new railway, as he believed it to be the most feasible scheme yet brought forward. We must have connection with the C.A.R. on the one hand and the G.T.R. on the other, else there would not be competition - the main point to be sought

for. He believes that if Almonte had had a competing railway the Edison works would have been established here instead of at Peterboro. He urged that some practical steps be taken.

Mr. Wm. Lee's, ex-M.P.P., of Fallbrook, was called on for an address, and responded. He was heartily in favor of the railway scheme that had been discussed, and he believed it was the most likely to succeed of any that had been brought forward in recent years. This was the third effort to get a railway through the same section, and the third time was always lucky. It would be easy to build, would tap a fine tract of country, and when running would be the means of starting up new industries and developing lumbering and mining resources that were now almost valueless through lack of a railway. He urged united action, and expressed the belief that if the promoters could get the C.A.R. and G.T.R. to join forces and give the scheme their countenance there would be no trouble in having the road built.

After some further discussion a committee was appointed to take hold of the matter and use their efforts to push the railway scheme through to a successful termination. The committee is composed of the following gentleman Messrs. B. Rosamond, M.P., T.W. Raines (Mayor), Andrew Bell, C.E., of Almonte; Dr. Groves, D. McElroy, G.N. Kidd, of Carp; W. C. Caldwell, M.P.P., John McClean (Reeve), of Lanark; James Donald, Reeve of Dalhousie; Andrew Baird, Reeve of Lanark Township; and Wm. Lees, ex-M.P.P., Fallbrook.

After the public meeting broke up as many members of the committee as were present held a meeting, at which Mr. B. Rosamund, M.P., was elected chairman, and Mr. W.H. Stafford secretary; and it was also decided to apply at once to the Ontario government for a charter for the proposed new road.

The committee is a strong one, and now that some practical steps have been taken, we trust that those in charge will do everything in their power to secure the object for which they are striving, and thus confer a boon on this whole district.

05/02/1892 Renfrew Mercury Carp, Almonte and Lanark

A public meeting was held in Almonte last week to boom the project of a new line of railway from Carp to Bridgewater, passing through Almonte. Mr. Bell, C.E., explained the route as follows:- From Carp to Almonte, 10 miles; Almonte to Lanark, 16 miles; Lanark to Sharbot Lake, 24 miles; Sharbot Lake to Bridgewater, 35 miles; in all 35 miles. In the discussion, Mr. D. Shaw said the farmers around Renfrew received 5 cents a bushel more for their grain than did those residing 25 miles further north, owing to two lines of railway running into the village. A large committee was formed to forward the undertaking.

08/04/1892 Almonte Gazette Carp, Almonte and Lanark

A deputation will wait upon the Minister of Railways next week and ask for a grant in aid of the Carp, Almonte and Lanark R.R.

15/04/1892 Almonte Gazette Carp, Almonte and Lanark

THE NEW RAILWAY

The Promoters of the Carp, Almonte and Lanark Railway Interview the Minister of Railways and Mr. J.R. Booth - a Government Bonus Wanted.

On Tuesday last quite a deputation from Lanark and Carleton counties went to Ottawa in the interests of the proposed new line of railway from Carp via Almonte to Lanark Village and further west. Among those who were on the deputation were the following: from Dalhousie- Mr. James Donald, Reeve; from Lennox- Mr. John McClean, Reeve, and Messrs. Robt. Robertson, James Watt, James D. Mcinnis, John Trainer, James Herron, John H. Wilson and J. W. Campbell; from Almonte - Mr. T. W. Raines, Mayor, and Messrs. A. Bell, C.E., Jazz. Rosamond, Jr., Wm. Thoburn, W. H. Stafford and W. P. McEwen; from Huntley, Mr. G. N. Kidd, Reeve, and Mr. D. McElroy; and several M/P's through whose constituencies the proposed line will run.

At two o'clock p.m. The deputation interviewed Mr. J.R. Booth, the well-known lumberman, who is principal promoter of the Ottawa and Parry Sound railway, and urged the importance of building that line via Carpto Arnprior, showing the advantages that would accrue to it from a connection with the Carp, Almont and Lanark Railway at Carp Village. Matters were fully discussed, and Mr. Booth expressed himself as being strongly in favor of the proposed line from Carp to Lanark, and stated his willingness to assist the scheme in every possible way. In the course of his address he remarked that the course of the O. & S. R.R. would take between Ottawa and Arnprior would depend largely on what the people of the latter place were willing to do in the matter. Thus far they had seemed indifferent.

At three o'clock the deputation proceeded to the office of Hon. J. G. Haggart, Minister of Railways, where they were introduced by Mr. Bennett Rosmond, M.P., who also explained the object in view, viz., to solicit from the Government a bonus of \$3,200 per mile for the Carp, Almonte and Lanark Railway. The minister was addressed by Messrs. Jas. Donald, T. W. Raines, J. Mclean, D. McElroy, R. Robertson, A. Bell and others, who went into the scheme at considerable length, and urged the claims of Eastern Ontario on the government for aid towards securing improved railway facilities. Hon. Mr.Haggart in his reply said he was familiar with the country to be traversed by the proposed new railway, admitted the strong claim of this section of the province for railway aid, and stated that if the promoters of the road would send him a formal application for aid, with a copy of the charter, and full particulars, he would bring it before the government and would endeavor to have it favorably entertained. In the course of his remarks he said he knew no place in the province that required a railway more or better deserved aid towards securing it than Lanark village. Mr Haggart spoke of the government's full treasury, and said it was a policy to assist in building railways throughout the country, in this way giving back to the people a proportion of the amount received by the government as a result of the N.P. He explained the system of distributing the grants and said that no grant had been made last year, and expressed his belief that in future the grants for aid to railways would be smaller than they had been in the past. However he knew the needs of the country through which the C..A. & L. road would pass, and he would endeavor to have it favorably considered by the Government. The deputation then withdrew.

15/07/1892 Almonte Gazette Carp, Almonte and Lanark

At a late meeting of the directors of the Carp, Almonte and Lanark railway, the following resolutions were adopted:

"That the secretary be instructed to open a stock book on Monday, 4th inst., for subscription of stock. That a committee be appointed consisting of B. Rosamond, M.P., W. C. Caldwell, M.P.P., D. McIlroy, Dr. Groves and Dr. Raines, to wait upon the municipalities interested to solicit aid from them by way of stock subscription, and that every exertion be made to have the road completed at the earliest possible day.

That A. Bell, C. E., and a staff be instructed to make a preliminary survey of the route, and to begin the same at once, so as to ascertain the best and cheapest way. "

The meeting then adjourned until the 16th inst., to hear report from the committee.

08/08/1892 Almonte Gazette Carp, Almonte and Lanark

The New Railway

Mr. Andrew Bell was in Ottawa this week and had a conference with a number of the officials of the Canada Atlantic Railway relative to the proposed line from Carp to Sharbot Lake. He says they are very favorably disposed towards the road and have expressed a willingness to everything in their power to assist the enterprise. Mr. Bell is now more confident than ever that the scheme will take practical form, and that steps will be taken to have the road built. We sincerely hope that his most ardent expectations will be realized.

THE RAILWAY MEETING

A Large Audience and Some Interesting Addresses - By Resolution Those Present Declare Their Willingness to Pay Liberally for a Competing Railway.

In response to Mayor Raines's invitation an audience of between four and five hundred people gathered in the town hall last Friday evening, all eager to know if there was anything in the rumor that had found currency to the effect that there was likely to be railway connection between Almonte and Carp inside of three months. The meeting demonstrated that there was no foundation for the rumor. While nothing practical was done, it was quite evident from the addresses and the manner in which they were received that the people of this town are eager for a second railway and are willing to pay handsomely for it, believing that competition in freight rates, coupled with our natural advantages, would soon be the means of establishing new industries here that would enable Almonte to occupy the position she should fill among the towns of Ontario.

Mayor Raines took the chair, and on motion W. P. McEwen was appointed secretary. The Mayor said the meeting had been called to discuss a proposed railroad from Carp to Almonte, with the ultimate object of extending it to Lanark Village and further west. He was strongly in favor of the project, believing that it would greatly benefit Almonte, as it would reduce freights. After referring at some length to the advantages that would accrue to the town in the event of the proposed scheme materializing, he asked ex-Mayor McDougall and Mr. A. S. Woodburn, of Ottawa, Mr. D. McElroy, of Carp, and Messrs. B. Rosamond, M.P., R.J. Dowdall and Andrew Bell, C.E. to take seats on the platform.

Mr. Bennett Rosamond, M.P., was first called on, and spoke at some length. He began by stating that he was in the dark as to why the meeting had been called. He did not know anything new as to the proposed railway - had not been consulted regarding it. He knew nothing of the first railway at the time the proposition concerning it was made public, although it had been called an "election railway"; and he knew very little more now. He hoped those who had arranged the meeting would be able to lay something practical before the audience. He would be very glad if anything could be done in the way of securing a second railway for Almonte, and would be willing to pay his share of extra taxation in case a bonus were given, provided that the new road was going to be a benefit to the town. If the railway was wanted, the town should be willing to give a bonus. He thought a merely local road - such as one from Almonte to Carp - would be of little use. The aim should be to secure a through line from Ottawa to Toronto, via Carp and Almonte, and independent of the C.P.R. That would give us a competing line, which would be of the greatest benefit to the town. He had endeavored more than once to secure a bonus from the government for the proposed Carp, Almonte & Sharbot Lake R.R. When it was being boomed some time ago, but was met with a refusal, and he felt that he could not hold out much hope that a bonus would be granted, although one might be given for the portion between Carp and Sharbot Lake, where a new road would run through a section not covered by the C.P.R.

Ex-Mayor McDougall, of Ottawa, after complimenting the people of Almonte on their handsome town, and praising the previous speaker for his public-spiritedness, went somewhat exhaustively into the recital of Ottawa's experience in connection with the railways that's now converge there, showing that in every case the additional railway they had secured had proved a strong factor in building up their city. He thought Almonte would soon receive a great impetus if we had a competing line of railway, as it was a manufacturing town, and its valuable water powers would be utilized by new industries that would be induced to locate here if we were in a better position as to railways. Even if we had to pay a liberal bonus to secure another trunk line it would pay us, as we would soon have an influx of people, the mills that have been idle for years would be started up, trade would increase, the value of property would increase, and all in all it would be a wonderful advantage to our town. He strongly urged the advisability of making an effort to secure another road. Mr. McDougall painted a rose-colored picture that pleased the audience, and he was loudly applauded when he resumed his seat.

Mr. R.J. Dowdall was next called on, and gave a short address. He expected that a definite railway proposition was to be submitted to the meeting, but it had not been done. He thought at the time the Carp, Almonte and Lanark RR. was first broached that it was a mere election dodge, but he afterward changed his mind as to that. There was a great force in what had been said in reference to a new through line from Ottawa to Toronto, but he was afraid a short line would not be self-sustaining. He would like to see a road built from Carp to Almonte, then on to Lanark Village; and eventually it might be produced so as to connect with the Grand Trunk system, thus giving us what was needed - a competing line with the C.P.R. He referred to the numerous advantages Almonte possessed - it was a beautiful town, with fine natural scenery, grand and almost illimitable water powers, and had many enterprising and public spirited citizens; but the lack of a rival railway to the C.P.R. was a serious drawback. But for this drawback Almonte would have a greater population by 2,000 than she had today, by the loss of one industry alone - the Edison works, now located at Peterboro. The company was satisfied with Almonte as a location in every particular but one, and that was the absence of railway competition. That showed how desirable another railway was in the interests of the town. If a practicable scheme for securing one was set on foot he would do everything in his power to aid the scheme.

The chairman said a contractor was here Saturday who said he could build a railway from Carp to Almonte in ninety days. The intention of the promoters of the new railway was to push the railway through to join the G.T.R.

Mr. Andrew Bell, C.E., was called on and was asked to explain the route to be traversed by the new railway. He said the intention was to build a line from Almonte to Carp to connect with the O. A. & P. S. RR.; then put the line through from Almonte via Lanark Village to Bridgewater, to which point rails were now laid. This would give an independent through line from Ottawa to Toronto - just what was wanted. The present proposition was to build the road from Carp to Almonte as part of this through line. We would have to raise money and build the road ourselves, as the Dominion Government would not give a bonus to any road that was going to compete with the C.P.R. The C.P.R. Co. had bought up all the M.P.'s with free passes, (laughter) and they wouldn't vote against that company. They (the MPS) had sold their country for a piece of pasteboard. (Renewed laughter.) He thought aid might be given by the Ontario government - probably \$2,000 per mile. He (Mr. Bell) had gone over the route from Carp to Bridgewater, and he thought the road could be built, without rolling stock for about \$10,000 per mile. The distance from Carp to Almonte would be 10 1/2 miles, and from Almonte to Lanark 17 miles. The distance from Carp to Bridgewater would be 87 miles. That would complete a direct line from Ottawa to Toronto. A bridge across the river at Almonte would cost about \$25,000. As it was now Almonte had worse railway accommodation than a quarter-of-a-century ago, and it wasn't likely to be improved, as the C.P.R. didn't care a continental for us. To show the benefits derived from competition in freight rates, he said that he had been told that an Arnprior man who would have had to pay \$40 to bring some plate glass from Montreal by the C.P.R. brought it from Montreal over the C.A.R. to Ottawa for \$4, and by the O.A. & P.S. to Arnprior for \$2.40, or \$6.40 in all. His personal opinion was that if the town raised a liberal sum of money and offered it to the O. A. & P. S. company they would build and operate the road from here to Carp. When the proposed extension was made to Bridgewater it would make one of the most important trunk lines in Canada.

Mr. D. McElroy spoke of the generous aid the people of Almonte had given in the effort to have Mr. Booth bend his road so as to pass Carp, and said that the people of Carp would be willing to reciprocate in case they could do anything towards furthering the building of the proposed line from Carp through to Almonte and on to Bridgewater. He gave the audience the benefit of their experience at Carp in connection with the new road, and gave some sound practical advice as to the steps that should be taken. There should be less talk and more work. It would require every effort. Let the people put their hands in their pockets and show the extent of their desire for a new railway by the amount of their subscriptions. If they could have the line built to Carp they would secure connection with the Ottawa, Arnprior & Parry Sound R.R., which had great possibilities, and would eventually be a through line from the Atlantic to the Pacific Ocean in opposition to the C.P.R. That, he thought, was something worth looking forward to. If the people of Almonte could secure this new railway they would never regret it. He hoped they would obtain it. If they could induce Mr. Booth to take hold of it he would push it through. Mr. McElroy's speech was a short but excellent one and was heartily applauded. Mr. B. Rosamond took exception to Mr. Bell's remark in reference to the C.P.R. Co. having brought up the members of the Canadian Parliament by giving them free passes. He considered such statements very much out of place, as they were not true. He thought Mr. Bell had maligned the members of parliament. The C.P.R. was not the only railway that gave passes; they all did. He (Mr. R.) had received passes from railways he had never seen. The members of the Commons did not give up their independence because they received these passes.

After some further discussion and a little cross-firing between some of the speakers, Mr. B. Rosamond moved the following resolution, which was seconded by Mr. J. Dowdall and carried without a dissentient:

"That this meeting pledges itself to support with a liberal bonus or take a liberal amount of stock in a railway from Carp through Almonte to Bridgewater, forming a new trunk line between Ottawa and Toronto."

After votes of thanks for passed to Messrs. McDougall and McElroy and the chairman and secretary the gathering dispersed.

05/05/1893 Almonte Gazette Carp, Almonte and Lanark

CARP, ALMONTE AND LANARK RAILWAY

Some of the Advantages Railway Competition will Bring to Almonte - Freight Rates Compared - Another Letter from Mr. A. Bell C.E.

Very long article page 4.

16/03/1894 Ottawa Free Press Carp, Almonte and Lanark

A charter was issued for the Carp, Almonte and Lanark railway by the Ontario legislature some time ago to a company composed of prominent business men in Almonte, Lanark and the Carp. A lively interest is now taken by the citizens of Almonte and the Carp to have the construction of this road commenced at once. Almonte proposes to take \$40,000 stock in the new road, and the townships of Huntley and Lanark will contribute handsomely also. Dr. Rains, mayor of Almonte, and W.H. Stafford, barrister, were in the city yesterday interviewing prominent railway men with reference to the matter and met with successful encouragement.

23/03/1894 Almonte Gazette Carp, Almonte and Lanark

An Ottawa paper says: a charter was issued for the Carp, Almonte and Lanark railway by the Ontario legislature some time ago to a company composed of prominent businessman in Almonte, Lanark and the Carp. A lively interest is now taken by the citizens of Almonte and the Carp to have the construction of this road commenced at once. Almonte proposes to take \$40,000 stock in the new road, and the townships of Huntley and Lanark will contribute handsomely also. Dr. Raines, mayor of Almonte, and W. H. Stafford, barrister, were in Ottawa Thursday last interviewing prominent railway men with reference to this matter and met with notable encouragement.

13/04/1894 Almonte Gazette Carp, Almonte and Lanark Almonte

THE RAILWAY BYLAW

To be Voted on 8th May - What was done by our council on Wednesday evening.

(extracts)

It was decided that the debentures, to the extent of \$40,000, be paid for the 400 shares of stock in the railway as soon as the railway has been completed to within the limits of the town.

The railway company was allowed eighteen months after the passing of the bylaw in which to complete it as far as Almonte.

The rate of interest on the debentures is to be four per cent. per annum payable half- yearly.

The clerk was instructed to have the bylaw published with the proper notice appended there too

04/05/1894 Almonte Gazette Carp, Almonte and Lanark Lanark

LANARK VILLAGE NEWS

Lanarkites are glad to note that the Almonte people are taking practical steps in the way of securing a competing line of railway, and, as Lanark is likely to benefit by the new line when it is extended, as it can scarcely fail to be, the rate payers here should be on the alert to see that our interests are not overlooked. We understand that something practical is likely to be done here too ere long

THE CARP ALMONTE AND LANARK RAILWAY

"Traveller" has a Few Words to Say on the Importance of the Proposed New Line

Next Wednesday will tell what stuff the citizens of Almonte are made of. On that day a vote will be taken which will decide whether we intend to remain a small town or big village, forever playing second fiddle to Carleton Place and Arnprior, side-traced in the great railway progress of the age, or taking the lead, as we formerly did.

We can easily resume the lead. We have splendid and natural advantages. But natural advantages are not enough today, when science and art are controlling nature more and more. We have abundance of good water-power, it is true; but much of it is lying idle, and will be idle unless we add to our water-power more railway power. Water-power is no scarce article in cCanada. There are heaps of it going to waste; it is a drug in the market. But let railway power be added to water-power and then lively times may be looked for. Peterboro has no better water-power than Almonte, but it had far better railway power. The Electric Plant Manufacturers had that in view when they preferred Peterboro to Almonte. And so it will always be henceforth. We have the C.P.R., it is true, but we only have an odd train or so, and that at inconvenient hours for the most part. A traveler to Smith's Falls, or Brockville, or Toronto, must start very early in the morning to do the first seven or eight miles, and then loaf around five or six hours before he can proceed on his journey. Express and mail matter from Toronto reaches Carleton Place soon after 4 p.m.. we can't get it till next morning, unless we resort to the old fashioned staging business. Arnprior, on the other side of us, has grand facilities now for going east and west. Are we content to remain the Rip Van Winkle of the Ottawa Valley? Shall we be idle and sleepy while towns right and left of us are multiplying their railways and their population? We lost the C.P.R. Junction solely by the inactivity and lack of foresight of our citizens when the opportunity presented itself. Shall our mechanics always have to go to other places where building is going on in order to find work?

Only one railway in a town does not mean much nowadays; and sometimes the town loses by it. St. Thomas, in Western Ontario has been a county town for many years. When it had no railway (in the "forties" and early "fifties") it managed to hold its own, though only 18 miles from London. When the London & Port Stanley R.R., passing through St. Thomas, was built the town was injured, for, being so close to London, people went there to do their shopping. Stores shut up, people moved away, and St. Thomas threatened to dwindle into a village. By-and-bye the "Loop Line" from Buffalo to Detroit was constructed through St. Thomas, making it a "four cross-roads." From that time it grew rapidly, and now in spite of its proximity to London, it is a large city, with no end of competing lines centering there.

We have now a chance of becoming a "four cross-roads" ourselves; and more, we have a chance of being on the direct highway, the shortest route, between Ottawa and Toronto. To do this we have only to aid in building a few miles - that is to say, between this and Carp. The old proverb says "Heaven helps those that help themselves." Whatever may be our opinion of the saying, one thing is certain: that is the principle on which railway corporations act; and small blame to them. Many towns and many would-be towns are suffering today from their chiurlishness when they had the chance of railway service through them. Gananoque, Merrickville, Richmond and others might be mentioned.

Suppose we had the few miles built between this and Carp. We need not be afraid that the corporation of the C.A. & L. R. would stop at that. They would not be so foolish; but even suppose it went no further. What would be the results to Almonte? We should have a shortcut to Ottawa. We should have two competing lines to Montreal. We could travel to or from either place at a cheaper rate. Merchants would pay less freight on their goods. The amount yearly saved in passenger and freight traffic between this and Montreal (or the Atlantic seaboard for that matter) would more than pay the interest on our debentures. The farmers would be benefitted, for their produce would be conveyed to the east at lower rates: and it is to the east all produce goes. This might become a grain purchasing center.

The same will happen to Lanark Village if the road goes there: and go there it will, if Lanark does its duty. Then a grain warehouse or two would arrive in the village, and the teams of the farmers around would find their way to them. And we may be sure the road would not stop there either. In its own interest it is bound to join some highway to Toronto. It will "get there" - no doubt about that; but it will get there along the lines that give it the best show - through the townships and villages that prove themselves most ready to cooperate.

Reading the bylaw carefully one can see that every precaution has been taken to secure ourselves. The road to Carp must be first built before a dollar of the money is given. It is "no road, no pay." then again we must remember this is no free gift to the road. It is no "bonus" (that "bonus" which so often turns out "bogus") We are going to take stock in the road; if it pays we get a dividends; if it don't pay we have a road all the same, and our cheap rates, and our share in the ownership of the road.

There is some talk of getting up a line of electric cars to go from place to place throughout North Lanark. They might begin by trying a line between Perth and Lanark, which would connect with our proposed railway - that is, during the summer, and occasional fine days in the winter, when there are no snow-storms or drifts.

Let us all turn out in force on the voting day. Let Lanark, Ramsay and Almonte all show that they mean to have the road and that they are ready to do their share.

TRAVELLER.

01/06/1894 *Almonte Gazette**Carp, Almonte and Lanark**Almonte*

THE PROPOSED NEW RAILWAY

Letter to the Editor in support of Carp, Almonte and Lanark Railway. Similar comments to those of Traveller.

08/06/1894 *Almonte Gazette**Carp, Almonte and Lanark**Almonte*

The railway Bylaw.

The meeting to discuss the bylaw authorizing the Town Council to take \$40,000 stock in the Carp, Almonte and Lanark Railway drew a fair audience to the town hall on Tuesday night. The Mayor officiated as chairman, and Mr. Pittard acted as secretary. Mayor Raines opened the proceedings with an address explaining what had been done in the matter and what was expected if the bylaw was passed. Mr. A. Bell, C.E., showed the disadvantages under which our town labored through the absence of a competing road, and went into particulars as to the route, &c., of the new line. Messrs. R.J. Dowdall, A.N. Craig and John Fay followed with short speeches favoring the effort to secure another railway through the town, after which a resolution pledging those present in favor of the bylaw was carried almost unanimously, and the meeting broke up. The vote took place on Wednesday and was almost a unanimous one one [sic] in favor of the bylaw. The Figures were as follows:

Against. For.

First Ward - No. 1 (Young's)	1	69
First Ward - No. 2 (Island)	0	40
Second ward	1	106
Third Ward - No. 1 (Town Hall)	1	34
Third Ward - No. 2 (Music hall)	2	73
	5	322

Majority for bylaw 317

The vote shows that Almonters are in a unit in favor of securing another line of railway through the town, and that they are willing to pay liberally for it. Now let the other municipalities interested show similar interest and the Carp, Almonte and Lanark line will be un fait accompli.

15/06/1894 *Renfrew Mercury**Carp, Almonte and Lanark*

Only five ballots were cast at Almonte last week against the by law to take \$40,000 stock in the Carp, Almonte and Lanark railway.

THE NEW RAILWAY

Ramsay Ratepayers Discuss the Proposal to aid it - By-law Favoring the Taking of \$20,000 stock to be voted on.

The meeting of Ramsay ratepayers in the town hall of that township last Monday afternoon was a small one, partly, no doubt, because it was advertised for but a few days, but largely because farmers were busy haying. Mr. Gavin Hamilton, reeve, was voted to the chair, and Mr. James Caskey was appointed secretary. Mr. Hamilton explained that a petition with the requisite number of names had been presented to the council asking that a bylaw authorizing the corporation to take stock in the proposed Carp, Almonte and Lanark Railway be submitted to the rate payers, and that, as the petition did not state the amount, this meeting had been called to decide on the amount of stock (if any) that the township should take, so that it might be inserted in the bylaw. In answer to Mr. J. McArton, jr. Mr. Hamilton expressed the opinion that the council would have to submit the bylaw when the petition was presented, and read from the act to justify his opinion. He (Mr H.) bracket had been asked to name the amount of stock the township should take, but as it was a matter in which all the rate payers were interested, he thought it was it to allow the taxpayers to decide that matter for themselves, and for that reason the meeting has been called.

Mayor Raines, of Almonte, was asked to express his views, and did so in a short address. He explained that in the vote that was to be taken, in order to carry the bylaw at least one - third of the total vote must be in its favor, as well as a majority of the vote cast. He showed some of the advantages the people of Ramsay could reap from the building of a new road. The C.A. & L. RR. would form a portion of a through line east and west, and could not fail to be of great benefit to both importers and exporters, as it would be a competing line with the C.P.R. Being a shorter line than the C.P.R., it would cost less to build it, and there was (for the same reason) be a saving in distance traveled as well as by the natural result of competition. Taking stock in the road would be better than giving a bonus, as the stock would always be worth something, and each municipality taking stock would be entitled to a representative on the directorate, who would look after the interests of the corporation. The municipalities would get a dividend from the new road every day in the year in the shape of reduced rates. It would be necessary for each municipality through which the line would run to take stock. Almonters had shown their opinion of the value of the new road by voting almost unanimously in favor of the town encouraging it to the extent of \$40,000; and it would be just as valuable to the farmers of Ramsay as to the people of Almonte, as they would get three or four cents more per bushel for their grain, &c., because of the competing line, and would benefit in the same way on what they had to buy. In Almonte the cost of a new road would be \$2.80 per \$1,000 assessment, and the saving it would affect would be a much greater amount than that. In Ramsay the cost for say \$20,000 stock would be in the neighborhood of 80 cents per \$1000 assessment. He gave figures to show how REfrew and Arnprior, and the country round about, had improved as a result of the building of the Parry Sound road. If it benefited towns and villages it must benefit country places as well. Where there was no railway competition there was always railway imposition. He believed in making progress - in helping forward anything that improves the prosperity of the county - and he hoped this new line would be pushed forward as rapidly as possible. If the people would do what they ought to do in the matter, the road was certain to be built - he had the assurance that before two years it would be the connecting link of a through line.

Mr. Andrew Bell, C.E. was next called on. He exhibited a map showing the position of the Carp, Almonte and Lanark Railway would occupy in connection with the railway system of the country, and said comparatively few people realize the importance of the proposed road, which, by connecting with the Canada Atlantic system at Carp and the Grand Trunk system at Bridgewater, as well as with connecting lines, would get the people of this district the benefit of a competing line that traversed the whole country, and we will be entirely independent of the C.P.R., as we would then have connection with the railway and steamboat systems of the whole continent. The more the C. A. & L. scheme was studied the more it was thought of. Going to the want of a competing line we were now compelled to pay the highest rates the law allows, and there was now an opportunity to break up the monopoly. He showed how the C.P.R. Co. had increased their rates at Pakenham, Almonte and other points since the Parry Sound Road was built, in order to make up for the loss by competition at Arnprior, Renfrew and other stations, and this placed us at great disadvantage from a financial point of view, apart all together from the poor traveling facilities now given us. The new road would improve our means of communication with the world around us, and will give us a great advantage in the way of reduced freight and passenger rates. The distance to Ottawa would be lessened by seven miles, and to Montreal by ten miles, thus affecting quite a saving in the matter of distance alone. Every farmer would get the benefit of the reduced rates on goods he has to buy, and would get the full advantage of competition in the transportation of grain and produce he has to sell. The amount to be paid by each farmer would be so small that he would have it returned to him several times over. There was very little doubt that the railway would be built if the different municipalities take the stock they are expected to take, and he hoped the people of Ramsay would do their duty in the matter.

In answer to a question Mr. Hamilton said the expense of submitting the bylaw - which would be in the neighborhood of \$125 would be born by the municipality.

Mr. W. H. Stafford, on being asked to the platform, made a concise speech in favor of the railway scheme, accentuating some of the points made by the previous speakers and advanced many reasons for the building of a rival road to the C.P.R. The people had long felt the want of a competing line, partly for the convenience of the traveling public but clearly owing to the exorbitant freight and passenger rates that were now charged. As a sample of the benefit resulting from competition he quoted an Almonte merchant as authority for the statement that Carp people get in goods 18 cents per cwt. cheaper than in Almonte. The Edison Electric works at Peterboro would have been located at Almonte but for the fact that there was no competing line of railway with the C.P.R. Had there been, that industry alone would have added 1,600 to the population of Almonte; and if Almonte prospered Ramsay could not fail to benefit as well. Provision was made that the proposed new line would not amalgamate with the C.P.R. - there was no danger of it being gobbled up. Provision had also been made that the road had to be completed before the money is to be paid. It should be born in mind that the railway stock would always be worth something - it was not like giving a bonus. He referred to the fact that McLaughlin Bros., of Arnprior, had such confidence in the road that they themselves had taken \$40,000 stock in it, and they expected to get it back in the form of reduced freight rates in a few years.

Mr. John McArto, jr., expressed his views in opposition to the proposed railway. He thought more notice of the meeting should have been given, in order that there might be ample opportunity for discussion of the question. He was opposed to municipal corporations becoming speculators, or to collecting taxes to be expended on an enterprise that might be precarious. He had no doubt the new railway would benefit the township to some extent, but if they had to pay for that benefit by taking stock in the enterprise it was hard to see where the benefit came in. As to the gain to the township expected from reduced freight rates, it might be that they would have another example of amalgamations and combinations to rub them of that expected gain. Even if the municipalities, through their representatives, had a controlling interest in the management of the road, they might be as anxious about good dividends as other members, and might act like the majority of carrying companies and charging as high rates as possible; but anyone who seriously thought the municipalities would have a controlling interest was indulging in an absurdity parallel to that unnatural freak of "the tail wagging the dog." In concluding Mr McArton said that if the rate payers felt like borrowing a large sum of money it could be expended more profitably on improving the roads than by buying railway stock. Before sitting down he moved a resolution to the effect that this meeting does not approve of the Ramsay council taking any further steps towards subscribing for stock in the proposed C.A. & L. Railway. " Mr. Jos. Smith seconded the motion.

In amendment thereto it was moved by Mr. Peter McDougall, and seconded by Mr. Andrew Houston, that the blank in the petition to the council be filled with the words "Twenty Thousand Dollars," and that the bylaw be submitted to the rate payers.

The vote was a tie, and the chairman gave the casting vote in favor of the amendment, at the same time expressing the belief that unless that were done the township would be put to further trouble, as a council would have no opinion in the matter when the petition was regularly presented. After a vote of thanks to the chairman and secretary the gathering dispersed.

A Railway Meeting.

A meeting of railway men was held in Ottawa on Friday of last week when the Carp, Almonte and Lanark Railway came in for some attention, and was looked upon as a favorable route by which the Grand Trunk could gain a western entrance to the capital. This road would run in almost a direct line from Ottawa to the G.T.R. connection in the west, the length of line to be built being considerably less than by any other route. From present appearances it looks very much as if the road would in the near future be an accomplished fact. Almonte has shown her appreciation of the scheme and the vote will, in all probability be taken in Ramsay within a short time. Other municipalities through which the road will run are waking up to its importance, and matters will likely take a practical shape ere long. The prediction of our Mayor that before fall the whistle of C.A. & L. locomotives will be heard in Almonte, may yet come true, and all who are interested in the welfare of the community cannot but hope this may be so.

07/09/1894 *Almonte Gazette*

Carp, Almonte and Lanark

Petitions in favor of the proposed Carp, Almonte and Lanark Railway are in circulation in Ramsay, and are being largely signed.

26/10/1894 *Almonte Gazette*

Carp, Almonte and Lanark

The Railway Bylaw.

To be voted on in Ramsay on Nov. 27th is published in this issue. The Carp, Almonte and Lanark Railway is to be built from Carp to the first concession line of Ramsay within two years from the passing of the bylaw, otherwise the money will not have to be paid. The money to pay the expense of submitting the by-law has been deposited with the Treasurer of Ramsay by the promoters of the new line. It will now be for the ratepayers to consider the pros and cons before the vote is taken. To our mind the advantages that will be secured to farmers and others by the building of the new competing line far out weigh what it will cost the municipality. For that reason we hope the vote on the 27th prox. will be in favor of taking \$20,000 stock in the C.A. & L.R.R. Co. - just half the amount Almonte has agreed to take.

02/11/1894 *Renfrew Mercury*

Carp, Almonte and Lanark

The township of Ramsay will vote on a by-law to take \$20,000 stock in the Carp, Almonte and Lanark Railway.--

08/11/1894 *Kemptville Advance*

Carp, Almonte and Lanark

On the 27th inst.- the ratepayers of Ramsay will vote on a by-law to bonus a railway from Carp to Lanark

30/11/1894 *Almonte Gazette*

Carp, Almonte and Lanark

Railway Bylaw Carried

The bylaw submitted to the property owners of Ramsay on Tuesday last - to authorize the council of that township to aid the Carp, Almonte and Lanark Railway by taking \$20,000 stock in the proposed road - was carried by a majority of 20. A heavy vote was polled showing that Ramsay's citizens are fully alive to the interests. There was not much excitement, polling being carried on quietly. The Galbraith division was the only one to record a majority against the bylaw, and it was a heavy one - 73. In this division. Mr. John McArtn, jr., who has the courage of his convictions and knows how to express them effectively, led the opposition to the bylaw in a manly and able way that won for him much admiration, even from those who did not see eye to eye with him on the question. At the counting of the ballots on Wednesday he acknowledged the defeat, and said he and his friends would "pay the extra like men." Mayor Raines, Messes. Shaw, Rosamond, Fraser, Stafford and others from town worked energetically for the bylaw, and his Worship received many congratulations when the result was made known. As the statute requires that one third the total available vote be polled in favor of the bylaw and the total available vote was 612, it will be seen that the bylaw got over this clause just by the skin of its teeth, 204 votes were necessary; 205 were polled. But six at least of the above 612 ratepayers are dead, therefore not high "available," and should not be counted. The full returns are as follows:

	Against	For
Appleton	52	53
Rosebank	10	79
Clayton	39	62
Galbraith's	84	11
	185	205
		185
Majority for bylaw		20

WANT MR. BOOTH'S.HELP

TO SET THE ALMONTE BRIDGE-WATER RY. SCHEME AFOOT.

A Deputation In Town - Claims They Set Forth in Favor of the Projected Road - How It Would Benefit Ottawa, Almonte and Surrounding Country

Mr. J.R. Booth was waited on yesterday by Mayor Thoburn, Reeve Willoughby and Councillor Robertson of Almonte who asked him to take a financial interest in the Carp, Almonte and Lanark railway scheme.

This proposed line which was mentioned in The Journal, when the company received a charter, looks towards securing for Almonte and the neighboring country, a railway line in opposition to the Canadian Pacific. For some years Almonte has claimed to be a victim to railway monopoly. When the heads of the big Edison Electric works which settled recently in Peterboro', went to Almonte looking for a site they told the council that for water power and general suitability it was just to their liking, but they could not tie themselves to a town that had only one line of railway - this despite the tempting offer from a citizen of free water power and a large piece property.

A Mis-Chance that Taught

The mis-chance of such a manufacturing bonanza, employing fully 500 hands, gave Almonte a sharp awakening to her interests, and it was not long before a scheme was under way to run a line from Carp to Bridgewater, via Almonte, Huntley, Ramsay, and Lanark townships, which form a rich farming district; through the succeeding rough but valuable mining country to Sharbot Lake, and finally to Bridgewater where connection would be made with the, Grand Trunk railway.

At this end the proposed road would connect with the Parry Sound at Carp and thus give the Almonters a double outlet to Ottawa on the east, and desired points on the west.

Almonte doesn't want two lines, of railway simply for style or fun. At the present time when an Almonte man comes to Ottawa he pays within five cents of the amount paid by an Arnprior man who makes a trip 25 miles longer. but lives in a town which has a competing line of railway.

This traffic expense makes the Almonters feel bad. Every time they come to Ottawa, which is very often, by the way, as a goodly trade is growing up between the two places, Ottawa being, of course, the paternal, they vow they will break the shackles soon.

Facts That Speak

It pains them to hear that since Arnprior got the Parry Sound road freight rates have, on the average dropped fully half. That the rates are decently low from Arnprior is shown by the statement that Gillies Bros, of Braeside, last year hauled their lumber by teams from Braeside to Arnprior and them shipped it by the Parry Sound railway, and this though the C.P.R passed their doors. It came cheaper to take a little trouble to get to a competing point.

Some of the Almonte merchants were opposed to the scheme at first on the ground that the additional road would help to carry Almonte business to Ottawa, but of late the idea seems to be that Ottawa must benefit more or less in any case, and Almonte would have to take the chances; but hit or miss, they want to be in a position to get "bargains" in railway traffic as well as in shop foods.

Bonuses voted.

Almonte and Ramsay township have voted bonuses to the road, and the promoters think if they can get Mr. Booth to take up the scheme it can be made a rattling success.

Carried verbatim in the Almonte Gazette 15 February 1895

13/03/1896 *Renfrew Mercury* *Carp, Almonte and Lanark*

From the Almonte Gazette.

The scheme to build a railway from Carp via Almonte and Lanark westward has been revived of late, and we understand that a company has offered to build it provided a government subsidy is secured. Application for aid has been made to both governments and these will be backed up by a strong deputation which is likely to seek interviews with "the powers that be" in the near future.

20/05/1896 *Lanark Era* *Carp, Almonte and Lanark*

Dr. Raines of Almonte, the president of the provisional board of directors of the proposed Carp, Almonte & Lanark Railway, had a meeting of some of the leading citizens of Carp to consider the question of a survey of the road. It was agreed that if Almonte would grant \$100 for that purpose the Carp would contribute \$50, the greater part of the arranged amount being subscribed on the spot. This move casts a more hopeful aspect on the affairs of the road.

22/05/1896 *Renfrew Mercury* *Carp, Almonte and Lanark* *Carp*

Carp citizens have guaranteed \$50 towards the expenses of an engineer to make a survey of the proposed Carp, Almonte and Lanark Railway. Dr. Raines, who is president of the provisional board of directors, promised that the Almonters would raise at least \$100.

01/08/1896 *Ottawa Free Press* *Carp, Almonte and Lanark*

The directors of the Carp, Almonte and Lanark Railway company held a meeting on Wednesday and it was decided to commence surveying for the line at once. Sixty eight miles from carp to Bridgewater will be the first section of the line, the second section running from Bridgewater to the Central Ontario and Grand Trunk railways.

01/08/1896 *Ottawa Citizen* *Carp, Almonte and Lanark*

At a meeting of the Carp, Almonte and Lanark Village Ry. Co. of Carp on Wednesday, it was decided to begin the preliminary surveys for the line next week. It is proposed to have the line from Carp to Bridgewater, a distance of some 68 miles, passing through Almonte and Lanark. From Bridgewater the line will connect with the Central Ontario R.R. and the Grand Trunk.

07/08/1896 *Almonte Gazette* *Carp, Almonte and Lanark*

The Carp, Almonte and Lanark railway survey began on Tuesday.

30/10/1896 *Almonte Gazette* *Carp, Almonte and Lanark*

The New Railway.

Messrs. Bell & Wilke have just completed a careful survey of the most favorable route for the location of that part of the Carp, Almonte and Lanark RR. Lying between Carp and Almonte, and have also prepared a map, plan and profile of the same, together with a report bearing upon the same for the use of the directorate. No difficulty was experienced in locating a route which would not exceed the average expenditure for the construction of such a road. Having the necessary data now on hand, the directorate are in a position to take further steps to promote the building of the road. Our citizens subscribed liberally towards the expense of the survey, and it is to be hoped that the outcome may be the early completion of the road, at least as far as Almonte.

31/10/1896 *Ottawa Citizen* *Carp, Almonte and Lanark* *Lanark*

Messrs. James Fowler of Almonte and W.J. Fowler of Boston two of the leading promoters of the Lanark electric railway, were in town on Monday afternoon, and state that the prospects for a railway are now very encouraging. The ties, poles and other necessary timbers will be prepared during the winter. Mr. W.J. Fowler is spending a few days here in locating the lines. - Lanark Era.

06/11/1896 Almonte Gazette Carp, Almonte and Lanark

This week the Ottawa Arnprior & Parry Sound Railway was practically completed from Ottawa to the shores of Georgian Bay. The first sod in the construction of this line was turned at Carp toward the end of July 1892, and since that time 260 miles of railway have been laid as the result of four and a half seasons' work. As soon as Mr. Booth gets the throughline in running order he will turn his attention toward the line from Almonte that will connect with the O.,A. & P.S.RR. at Carp.

09/07/1897 Almonte Gazette Carp, Almonte and Lanark

That electric railway scheme is believed by many to be dead. Now let the Lanark and Almonte people make a vigorous effort to secure that Carp connection.

24/10/1898 Ottawa Citizen Carp, Almonte and Lanark

The project of building a line of railway to be known as the Carp, Almonte & Lanark Railway is again being boomed in sections most interested in its construction. The proposed line would leave the O.,A. & P.S. at Carp and run through to Almonte, Lanark county, and connect with the C.P.R. near Madoc. It is claimed by the promoters of the scheme that aside from opening up one of the finest sections of new country it would also furnish the shortest and quickest route between Toronto and Ottawa. A number of Almonte people are deeply interested in the scheme, including, among others, Dr. Raines and Messrs. W.M. Stafford and Andrew Bel., C.E. Several efforts have been made to get Mr. J.R. Booth to take stock in the company, but he declines. This is only because he has, as he stated to a Citizen reporter in an interview on the subject, all the railroads on his hands at present that he can conveniently attend to and does not care to assume any more business at present. He spoke very favorably of the proposed route, however, and said that if it were constructed it would in all probability prove a success. The charter for the road was granted some time ago and the route surveyed. It is there for probable that the construction work will be commenced in a very short time

25/10/1898 Ottawa Free Press Carp, Almonte and Lanark

The people along the line of the proposed Carp, Almonte and Lanark railway are bestirring themselves with a view to putting the project into early effect. The line would branch from the O.A. & P.S. road at Carp and run through Lanark county to Almonte and tap the C.P.R. near Madoc. It is claimed for it not only that it would open up an exceptionally valuable piece of new country but would provide the shortest possible route between Ottawa and Toronto. The promoters have had their charter for some time and the surveys of the route have been completed.

28/10/1898 Almonte Gazette Carp, Almonte and Lanark

The Carp, Almonte & Lanark R.R.

Monday's Ottawa Citizen had the following: "The project of building a line of railway to be known as the Carp, Almonte & Lanark Railway is again being boomed in sections most interested in its construction. The proposed line would leave the O.,A. & P.S. at Carp and run through to Almonte, Lanark county, and connect with the C.P.R. near Madoc. It is claimed by the promoters of the scheme that aside from opening up one of the finest sections of new country it would also furnish the shortest and quickest route between Toronto and Ottawa. A number of Almonte people are deeply interested in the scheme, including, among others, Dr. Raines and Messrs. W.M. Stafford and Andrew Bel., C.E. Several efforts have been made to get Mr. J.R. Booth to take stock in the company, but he declines. This is only because he has, as he stated to a Citizen reporter in an interview on the subject, all the railroads on his hands at present that he can conveniently attend to and does not care to assume any more business at present. He spoke very favorably of the proposed route, however, and said that if it were constructed it would in all probability prove a success. The charter for the road was granted some time ago and the route surveyed. It is there for probable that the construction work will be commenced in a very short time."

02/11/1898 Kingston Whig Standard Carp, Almonte and Lanark

The project of building a line of railway to be known as the Carp, Almonte & Lanark railway, is again being boomed in the sections most interested in its construction. The proposed new line would kleave the Ottawa, Arnprior & Parry Sound railway at Carp and run through to Almonte and then connect with the Canadian Pacific railway near madoc.

02/11/1898 Lanark Era Carp, Almonte and Lanark

The project of building a line of railway, to be known as the Carp, Almonte and Lanark railway, is again being boomed and a number of Almonte people are interesting themselves in the matter

12/11/1898 Montreal Gazette Carp, Almonte and Lanark

People along the line of the proposed Carp, Almonte & Lanark Railway are bestirring themselves with a view of putting the project into effect. The line would branch from the Ottawa, Arnprior & Parry Sound Railway at Carp, and would run through Lanark county to Almonte, and tap the Canadian Pacific at Madoc. It is claimed for it, that it would not only open up an exceptionally valuable piece of new country, but would provide the shortest route between Ottawa and Toronto. The promoters have had the charter for some time, and a survey of the route has been completed.