

# Local Railway Items from Area Papers - Lanark County Electric Railway

*22/01/1892 Perth Courier Lanark County Electric*

ELECTRIC RAILWAY A scheme is talked of to build an electric railway between Perth and Lanark, outside parties to furnish capital and own the road. In this age of electricity we would not be surprised to see such a road go on.

*05/02/1892 Renfrew Mercury Lanark County Electric*

An electric railway is being talked of, to connect Lanark to Perth.

*04/05/1894 Almonte Gazette Lanark County Electric*

There is some talk about an electric railway between Lanark and Perth

*17/05/1894 Ottawa Citizen Lanark County Electric*

Lanark County Electric Railway

The Ontario Gazette of this week will contain an application for incorporation of the Lanark County Electric Railway Co., Ltd., capital stock \$100,000, to build and operate a line from Perth to Lanark. The applicants are John B. Riley, of Plattsburgh, Alex. Wendler, Carthage, N.Y.; Thos. Henry, Montreal; A.H. Edwards and James Fowler, Carleton Place. A preliminary survey has already been made with a view to obtaining a direct line, and as the individuals in the company are all practical businessmen the project is expected to go forward at once. The towns interested would probably be asked to assist the enterprise, and will no doubt respond promptly in a project which will be of so much importance to both. Mr. Fowler is the moving spirit in the scheme. - Carleton Place Herald.

*18/05/1894 Perth Courier Lanark County Electric*

ELECTRIC RAILWAY TO LANARK - Mr. James Fowler, U. S. consul at Carleton Place, was here on Monday, and informs us that a scheme was in progress for building an electric railway between Perth and Lanark. The promoters are: Messrs. John B. Riley, Plattsburgh, N.Y. Alex. Wendler, Carthage, N.Y.; Thos. Henry, Montreal; A. H. Edwards, Carleton Place, and James Fowler, Carleton Place. Some of these gentlemen are very wealthy, and if they find such a road can be built to pay, and a certain amount of encouragement given the company along the line, the scheme will go on. We understand a proposition is to be submitted to the Perth Board of Trade some time soon by the promoter in connection with the enterprise. The Lanark people look very favorably on the scheme, as it would give them access to the outside world, and we are sure Perth would have no objection to see the road go on.

*25/05/1894 Brockville Recorder Lanark County Electric*

Application for charter in Gazette. Perth to Lanark. A preliminary survey has already been made with a view to obtaining a direct line - towns to be asked for assistance.

Similar note in Renfrew Mercury 25 May.

*15/06/1894 Perth Courier Lanark County Electric*

ELECTRIC ROAD - A deputation from Carleton Place and Lanark came to town yesterday regarding assistance to the proposed electric railway between Perth and Lanark.

*13/07/1894 Perth Courier Lanark County Electric*

THE ELECTRIC RAILWAY SCHEME - A meeting of the Perth Board of Trade held in the town council chamber on Tuesday evening, Wm. Meighen, president, in the chair. The object of the meeting was to consider the scheme of Mr. Fowler of Carleton Place, and company, to build an electric railway between Perth and Lanark. After some discussion the feeling of the majority of the Board appeared favorable to granting the bonus asked, but on condition that the tolls on the road between this and Lanark be done away with, and a resolution was passed to that effect.

*13/07/1894 Almonte Gazette Lanark County Electric*

LANARK VILLAGE NEWS

There is a great talk just now about the electric railroad from Perth to Lanark. We hope it will amount to more than talk.

*20/07/1894 Almonte Gazette Lanark County Electric*

LANARK VILLAGE NEWS

There was a railroad meeting here on Friday last. The reeve, Mr. McLean, was in the chair, and called on Mr. W.C. Caldwell to address the meeting. Mr. C. then said that he was only there to break the ice for Mr. Fowler, and he then explained the power of electricity. He also made a few remarks regarding the Carp, Almont and Lanark R.R., and said it was our duty to consider which would be of the most benefit to the village. He then ended by saying that Mr. Fowler would explain what the electric company would do. Mr. Fowler then addressed the meeting. He said that if the village would grant \$5,000 bonus, and Perth the same, the company was ready to start at once, and that they would have a road into Lanark in about three months. Then quite a few questions were asked as to the power of the electric train, &c. He replied that the company was prepared to make as good time and give as cheap rates as any other railroad would give and that they could hold 1, 2, or 3 cars according to the amount of business done in Lanark. Then a motion was passed that the council consider the matter. So now it is for the people to say whether they want a railroad or not, and we hope it will not be long before they get a chance to vote on the question.

*03/08/1894 Perth Courier Lanark County Electric*

1894-08-03

THE ELECTRIC RAILWAY - A public meeting called by the mayor was held on Wednesday evening to discuss the advisability of granting a bonus to an electric railway from Perth to Lanark. There was a good attendance, but everyone seemingly went there for information on the subject, while very few had given the matter sufficient consideration for decisive action. Mr. Fowler was there in the interest of the company, and laid the scheme before the meeting. Two routes were proposed - one along the toll-road, and the other between lots 5 and 6, Drummond, by Stacey's, or what is known as the swamp road. The latter route was looked upon with decided disfavor. while the former, providing it embraced the abolition of the toll-gates, was more open for discussion. Several spoke of giving \$5,000 bonus to the electric road along the toll-road; others thought if the toll-gates were bought up and the road made a free one, we would receive all the benefits of the trade north of us; while others were of the opinion that the electric road would be a positive injury to the town. The matter was pretty fully discussed, and has set the ratepayers thinking. It was thought better to leave the matter in that shape for the present. Another meeting will be called very soon, when the scheme will be thoroughly considered by everybody, and action will be taken to test the feeling of the people before a by-law is submitted. One thing certain - unless the toll-road is made free as part of the scheme, a bonus to the electric railway will be snowed under by the freehold vote of the town.

A public meeting called by the mayor was held on Wednesday evening at Perth to discuss the advisability of granting a bonus to an electric railway from Perth to Lanark. Two routes were proposed - one along the toll-road, and the other between lots 5 and 6 Drummond, by Steacy's or what is known as the swamp road. The latter route was looked upon with decided disfavor, while the former provided it embraced the abolition of the toll gates, was more open for discussion. Several spoke in favor of giving \$5,000 bonus to the electric road along the toll road. The matter was pretty fully discussed, and has set the ratepayers thinking. It was thought better to leave the matter in that shape for the present. Another meeting will be called very soon.

17/08/1894 *Perth Courier**Lanark County Electric*

ELECTRIC RAILWAY MEETING - A good number of ratepayers attended a public meeting in the Council Chamber on Tuesday, called by the Mayor, to discuss the question of an electric railway to Lanark Village, Mr. Duncan Kippen, mayor, in the chair. Messrs. Fowler, of Carleton Place, and Riley, of Plattsburg, N.Y., U.S. Consul General for Ottawa, promoters of the road, were present as well, and the latter, being invited, entered into some explanations of the scheme, and of the probable benefits not only to the two terminal points, but also to the farmers along it, who would be afforded a cheap and quick mode of transit to the market towns. Though not wishing to be down to any particular route, Mr. Riley thought the company would seek to make arrangements to run the line from Perth to Balderson along the present macadamized road between the telegraph poles and the fence. This would not interfere with the wagon road, while the fears that horses would be frightened by the trolley cars were groundless. They were not in other places, as there was no puffing or smoke from an electric car, and but little noise. He thought Perth needed something to give it a start again, just like Plattsburg did ten years ago before it went into certain expenditures and public enterprises to keep it moving. The fare between Perth and Lanark would be very low, sufficiently so as not only to encourage but create travel and traffic. There was some speaking from local people, some on behalf of the macadamized road company, others of the town wholly, and some for ward interests. In the end the following resolution was put and carried by a large majority: - Moved by Mr. F. A. Hall, seconded by Mr. John McCann, "That in the opinion of this meeting it is advisable to submit a By Law to the ratepayers of Perth to raise the sum of \$5,000 as a bonus to the Lanark County Electric Railway Company, such bonus to be paid when the road is completed, and cars running thereon from Perth to Lanark. Rates of fares and the details to be agreed upon between the Railway Company and the Town Council, one of such conditions to be that the tolls on the road between Perth and Balderson be abolished and the public travelled road made free of tolls."

21/09/1894 *Perth Courier**Lanark County Electric*

(two items)

THE ELECTRIC RAILWAY - The Drummond Council have consented to allow the proposed electric railway between Lanark and Perth, the use for right of way of the allowance for road between lots 5 and 6 through the township.

THE ELECTRIC RAILWAY - Mr. Fowler, of Carleton Place, was in town between trains on Wednesday to find out what the people were going to do about the electric railway to Lanark. Public opinion, however, had not travelled very fast on the question, but put a by law before the people and there would soon be an awakening and a full ventilation of the subject. It must be confessed there is nothing in the resolution passed by the Board of Trade recommending that the road between here and Balderson be made free of tolls. The grant is too small to ensure both the and free roads. If there is anything to us in the railway, the question will have to be dealt with differently.

25/09/1894 *Almonte Gazette**Lanark County Electric*

## LANARK VILLAGE NEWS

A railroad meeting was held in the Town Hall on Monday evening. Mr. John McLean, reeve, was in the chair. A few short addresses were given by some of the leading men of the village, after which a motion was passed that the council submit a by-law to the ratepayers to grant a bonus of \$10,000 for an electric railroad between Lanark and Perth.

12/10/1894 *Perth Courier**Lanark County Electric*

ELECTRIC RAILWAY TALK - Mr. Riley, U.S. consul, Ottawa, and Mr. Fowler, U.S. consul, Carleton Place, arrived in town, and met the Board of Trade in the Council Chamber in reference to the electric railway to Lanark. The visitors did not seem to think \$5,000 enough for Perth to contribute, but they found the feeling of the Board adverse to granting any more. Mr. Riley thought Perth should give \$10,000 but they would consider a bonus of \$5,000, without conditions imposed connected with the abolition of tolls. They offered to pay the expenses of submitting a by-law to the ratepayers, providing the by-law were carried and they should afterwards back out of the arrangement, so that the town would incur no expense if the road did not go on. Nothing has been done since. We think something definite should be settled on at once.

08/02/1895 *Almonte Gazette**Lanark County Electric*

## LANARK VILLAGE NEWS

There is more talk in the village about the electric railroad.

21/08/1895 *Lanark Era**Lanark County Electric**Lanark*

A special meeting of the council was held Tuesday evening and resolutions were adopted accepting certain amendments of the agreement made by the Lanark Electric Railway Company, and certain propositions were made. When the said company accept the amended agreement the council will submit the by-law and the rate-payers will be called upon to vote whether they will have an electric railroad or not. A railroad of any kind would certainly be a great convenience for those, who for business or pleasure, have to travel so much every year. To get to a railroad, is at present, not a very cheap or convenient run. As to freightage, there is not much of a possibility that the Electric Railroad Co. will provide cheaper rates than are at present asked for by the freight carrier. In voting a bonus of \$10,000 for the Electric Railway, the ratepayers will feel tremulous, maybe, and will probably think that they are paying too much for the advantage to be derived. The village is in need of a railroad and in the dim distance several appear, but none can we feel assured will reach Lanark. In getting this proposed electric line it would be making a start in the right direction, and better things would certainly develop from it, and soon, no doubt, the fear of granting the bonus would be replaced by confidence in the road.

27/12/1895 *Perth Courier**Lanark County Electric*

THE ELECTRIC RAILWAY - The electric railway project to run a line of that description between Lanark and Perth is not dead yet. The Lanark Village Council has agreed to submit a by-law to the ratepayers granting a bonus to the road. The company has agreed to all the conditions required by the council. The last being that a forfeit of \$500 per annum for ten years would be due and payable if the company failed to run their trains after receiving the bonus. The by-law is being published and will be voted on in due course thereafter. The company has made a deposit of seventy-five dollars with the village clerk to cover the cost of submitting the by-law.

15/01/1896 *Lanark Era**Lanark County Electric**Lanark*

The proposed by-law is set out in detail Page 8 columns 3,4,5, and 6. Also in the Era for 22 and 29 January 1896

22/01/1896 *Lanark Era**Lanark County Electric**Lanark*

## AN ELECTOR'S VIEWS OF THE ELECTRIC RAILWAY

Page 4 columns 2 and 3

Very long leyter

The ratepayers of Lanark Village will vote upon a bylaw to bonus the lanark County Electric Railway to the extent of \$10,000 to build a road from Perth to Lanark. The members of the company are J.B. Reilly, Alex. Wender, Thos. Henry, A.H. Edwards, James Fowler. Voting is to take place on Feb 7th - herald.

05/02/1896 *Lanark Era**Lanark County Electric**Lanark*

## HOW TO VOTE.

Friday is the day that the ratepayers of Lanark are called upon to cast their votes for or against the by-law to aid and assist the Lanark County Electric Railway Company, to operate a line of railway from Lanark to Perth by a grant of a bonus of \$10,000. For several weeks the Era has not said much about this matter editorially, but it has left open its columns for discussion by those who felt themselves interested. For our partial reticence, opinion has been expressed that the Era is not in favor of an electric railroad to Perth. This opinion we want driven from the minds of the people. For anything that will advantage Lanark, for anything that will increase the trade in Lanark, for anything that will raise the estimation of Lanark in the eyes of the outside world, for anything that will make Lanark better than it is the Era determines to stand its back to the work. We are for the Electric Railway. We want quicker service for mail. We want around us the tone of a progressive people. We want to Lanark to progress. We cannot see it possible for any man who owns property or who has to depend upon the success of Lanark for his success in life to vote against the railway by-law. Surely the majority of our people in Lanark are for progress, are for a better condition of things. There are none, we hope, who will not cast a vote in favor of the railway.

21/02/1896 *Perth Courier**Lanark County Electric*

ELECTRIC RAILWAY - We understand the promoters of the proposed electric railway between Perth and Lanark intend asking Town Council to submit a by-law to aid the road to the extent of \$5,000. Some correspondence has already passed

04/03/1896 *Lanark Era**Lanark County Electric**Lanark*

The Clerk handed in his certificate showing that the by-law to aid the Lanark County Electric Railway Co., submitted to the electors on the 7th day of February, 1896, had received their assent by a majority of 54, out of a total of 112 votes polled.

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The by-law to aid and assist the Lanark County Electric Railway Co. was read and finally passed.

04/03/1896 *Lanark Era**Lanark County Electric**Perth*

## Railroad Meeting in Perth

A mass meeting was held in Perth last Thursday evening for the purpose of ascertaining the feeling of the people on the matter of submitting a by-law to aid the Lanark County Electric Railway to the extent of \$5,000. The meeting was representative of the business men of Perth. The Mayor was in the chair, and speeches pro and con were earnestly listened to. The consensus of opinion seemed to be that Perth should grant the bonus that was asked for, not because the railroad would be much of a benefit in itself to Perth, but judging from the enthusiasm shown in Lanark in the passing of the by-law there, that village was determined to have a railroad anyway, and should Lanark be connected by railway with any town other than Perth, Perth would lose patronage that she now enjoys, and for the sake of retaining that patronage let the railroad come. It was also stated in the meeting that in the past few years Lanark has been drawing trade away from Perth; that the merchants in Lanark could sell as cheaply as the merchants in Perth; and for these reasons it behooved the people of Perth to give earnest attention to this matter. At the close of the meeting the mayor asked for a standing vote on the matter, and 51 to 13 were counted as favoring the submitting of the by-law to the ratepayers of Perth. In all probability the by-law will carry.

18/03/1896 *Lanark Era**Lanark County Electric*

It is expected that the people of Drummond will be asked to grant a bonus of \$3,000 to aid in building the Perth and Lanark Electric Railway.

15/04/1896 *Lanark Era**Lanark County Electric**Perth*

There is a feeling in Perth that it would be better to drop the electric road scheme until they see what action Mr. Pusey may take in the interests of the Bancroft and Irondale railway.

24/04/1896 *Almonte Gazette**Lanark County Electric*

## A New Electric Railway Scheme.

We hear a great deal nowadays about electricity being in its infancy, about the rapid development that is sure to take place henceforward in the means of utilizing the mysterious electric forces, etc.; and many predictions are being made that in the near future the whole country will be a network of electric railway lines. An optimistic correspondent of the Canadian Engineer sent that paper the outline of a project that will connect the whole countryside.

We quote:

"The building of the Lanark-Perth electric road, for which Lanark some time ago voted a bonus, is causing much discussion in the county of Lanark. Other towns are anxious for connection with Lanark as well, and a road from Carleton Place to Lanark is spoken of. Almonte wants connection with the O., A. & P.S. Railway, and bonuses have been voted by the different municipalities through which the line would pass. The easiest solution of the problem, a correspondent thinks, would be an electric road running up the valley of the Mississippi River from Fitzroy Harbor, on the Ottawa river, where one of the largest and most cheaply available water-powers in Canada is lying idle, through the villages and towns of Galetta, Pakenham, Blakeney, Almonet, Appleton, Carleton Place and Innisville, thence to Lanark. All the towns mentioned possess undeveloped water-power, and all now manufacture extensively; indeed, millions of dollars worth of woolen goods and cheese are shipped from these points every year. This line would give the towns named outlets by the C.P.R., O., A. & P.S. Railway and the Ottawa river. A branch from Carleton Place to Smith's Falls, through Franktown, would do a good local traffic, and would connect the system with the Rideau canal. Our correspondent points out the advantages of lower freight rates to the towns on the C.P.R., as he says that road has been known to charge nearly as much for hauling goods sixty miles from the point where competition stopped as had had been required to bring the goods to that point from Great Britain.

The Perth and Lanark Electric Railway

The Bonus By-Law Carried by 139 Majority

On Tuesday morning the fate of the by-law to grant the \$5000 asked from the town to the electric railway enterprise between here and Lanark, was a matter of pure conjecture. A good deal of writing, pro and con, had been done in the press, but no canvass of the people had been made by either the friends or the opponents of the by-law, so that no one could give a forecast of the result. All was uncertainty, and to a great extent there seemed to be an indifference as to the issue. Certainly there was no excitement, and but little enthusiasm except among very few.

On Tuesday morning, however, the leading supporters of the by-law went quietly but energetically to work, and proceeded to get the vote out. Without having much of an idea how the voters here and there and all over town felt about the matter, it was taken for granted that people generally favored the bonus and this supposition was correct. Though somewhat indifferent, the vote was got out and by five o'clock a pretty representative vote was known to have been polled. The opposition to the bonus let the matter drift along pretty much all through, and did very little work to defeat it.

The returns, as they came in after the count-up when the poll closed, were encouraging to the sympathizers with the by-law from the start, as good majorities showed themselves from one polling division after another. The East Ward gave two big majorities; so did the West, but the Centre was weaker. The vote all over stood as follows: -

East Ward - Court House 51 for 19 against

Engine House 47 for 10 against

Centre Ward - Fire Hall 15 for 7 against

Town Hall 20 for 14 against

West Ward - Music Hall 49 for 14 against

Allan's Store 51 for 23 against

Total 224 for 87 against

Majority for, 137

The bylaw being carried, it remains for the company to go to work and do their part. We do not know that things are in a very forward way with them; and there is not a very great deal of time to get things into shape for an undertaking of so much relative magnitude; but the money from Lanark and Perth will be there for them when the conditions are fulfilled, and if they do not proceed neither place can lose anything beyond the prospective benefits. However, we must hope the work will go on and the road be running by the 1st of September.

29/05/1896 *Perth Courier**Lanark County Electric*

PERTH TOWN COUNCIL - The council met on Tuesday evening. Present: Mr. J. M. Rogers, Mayor; and Councilors Allan, H. M. Shaw, Butler, Kippen, Grant, Little and A. C. Shaw.

Certificate from John A. Kerr, town clerk, stating that the by-law granting a bonus of \$5,000 to aid the construction of the Perth and Lanark Electric Railway, submitted on the 8th May, was carried by a majority of 137, the vote standing 224 for and 87 against; that the votes required for the passage of the by-law 176, being one-third of the names on the voters' list.

05/06/1896 *Perth Courier**Lanark County Electric*

THE ELECTRIC RAILWAY The scheme for constructing the electric railway between here and Lanark seems to have fallen dead, so far as any one here knows or can tell. For a railway that is bound to be constructed and running by the first of September, there is certainly a faraway look about it; and to afford some sort of satisfaction to the people of Lanark and Perth who have voted bonuses to it, the projectors ought to enlighten them on the subject if there is anything good to be told.

12/06/1896 *Almonte Gazette**Lanark County Electric*

The Perth Courier thinks that the scheme to build an electric railway from Perth to Lanark is dead.

03/07/1896 *Perth Courier**Lanark County Electric*

TWO DEAD SCHEMES As far as we can learn there is no life in either the Perth and Lanark Electric Railway scheme or in the Perth Waterworks project. The latter may be resurrected after a bit.

17/07/1896 *Perth Courier**Lanark County Electric*

MORE TIME WANTED. The projectors of the Perth and Lanark Electric Railway have asked the town council to extend the time for the beginning and completion of the road. If the company would show any tangible signs of getting ready for the work, the request might be granted, but lightest kind of wind will accomplish nothing.

24/07/1896 *Perth Courier**Lanark County Electric*

THE ELECTRIC RAILWAY The Perth and Lanark Electric railway scheme dies hard, and it is possible it may yet get a new lease of life. Mr. Fowler, the best-known promoter, has been seen, and says the directors intend going ahead with the road, and will buy the necessary ties and material for building this winter, and build the piers for the bridge across the Mississippi before spring. The delay was caused by the failure to get a charter. It was the intention to get a charter under the ordinary road companies act, but on examining this it was found that electric railways could not go out of a town beyond three miles, and of course it was useless in this case. They now intend to get a special charter from the Ontario Government, and as this is only a matter of routine it can be obtained without difficulty. They propose following the macadamized road as far as the Balderson turn, then keeping straight on will cross the Mississippi and follow a course nearly straight to Lanark village. He says the money has been secured, and that Bate, the wealthy Brockville brewer, has taken a financial interest in it. The company has asked the Councils of Perth and Lanark to extend the operation of the by-laws granting bonuses, under the circumstances.

31/07/1896 *Almonte Gazette**Lanark County Electric**Perth*

The promoters of the Perth and Lanark Electric Railway Co. have applied to the Perth town council for a year's extension for the time allowed them to complete the road, but the Expositor says it is hardly likely the request will be granted, as the townspeople seem to have lost confidence in the company.

31/07/1896 *Renfrew Mercury**Lanark County Electric*

The Perth and Lanark Electric Railway scheme dies hard, and it is possible it may yet get a new lease of life. The delay has been caused by the failure to get a charter: and a special charter will be applied for.

PERTH TOWN COUNCIL The Council met on Monday evening. Present: - Mr. J. M. Rogers, Mayor; Councilors Allan, H. M. Shaw, Consitt, Butler, Klppen, Little, Burris, A. C. Shaw and Dr. Grant.

Moved by A. C. Shaw, seconded by Mr. Burris, that the request of the Lanark County Electric R. R. to extend the bonus by-law for one year be granted, provided that the said company furnish a guarantee to the satisfaction of this council of the bona fides of the said company in carrying on the work.

There was a good deal of discussion on the motion, without there being any great difference of opinion. All expressed themselves as having no great faith in the scheme or its promoters, but some thought it should get one more chance.

Mr. Shaw said the by-law had been carried by a large majority, and it would be no sacrifice to the town to have the time extended. But he was somewhat disgusted with the way the scheme had been handled so far.

Dr. Grant spoke similarly. It would be a pity after all the trouble gone to, to let it drop without giving the promoters one more chance.

Mr. Kippen explained at some length the substance of a conversation had some time ago with Mr. Fowler, who informed him the change in the law regarding a charter was the cause of the delay in procuring a charter and in beginning the road. The money was all available for building it.

Mr. Allan suggested a middle course, under the circumstances. The Council might extend the time till October, and by that time get some guarantee from the company for a further extension.

The Mayor said no doubt the people had passed the by-law by a large majority, but there were some now opposed to it who supported it on voting day. He thought if the town undertook to construct waterworks this bonus debt for the railway would interfere with selling the debentures for the best figure.

The motion was carried on a division.

The Council then adjourned.

21/08/1896 *Almonte Gazette**Lanark County Electric**Perth*

The time for beginning the Perth and Lanark electric railway has been extended one year by the Perth town council provided satisfactory guarantee of bona fides be furnished.

21/10/1896 *Lanark Era**Lanark County Electric**Lancaster*

Messrs. Jas. Fowler, of Arnprior, 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,

23/10/1896 *Perth Courier**Lanark County Electric*

THE PERTH-LANARK RAILWAY Mr. Fowler, promoter of the Perth & Lanark Electric Railway, and his brother, who is a surveyor, were in Lanark on Monday taking steps to make a preliminary survey of the line of road between the two points. Mr. Alfred Morris, C. E., of Perth, will assist in the survey. Two trial routes will be run, one by the road back of Balderson between lots No. 5 and 6 Drummond, and the other down the Clyde and across the Mississippi at the town line. Mr. Fowler talks of contracting for the ties, so they can be got out this winter.

30/10/1896 *Renfrew Mercury**Lanark County Electric*

Messrs. James Fowler, of Arnprior and Mr. 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 locating the lines. - Lanark Era.

11/12/1896 *Almonte Gazette**Lanark County Electric**Lanark*

## LANARK VILLAGE NEWS

The Electric R.R. between Perth and here, as you are probably aware, has not yet materialized. Like Christmas, however, it is coming, though perhaps not quite so soon. Some progress has been made. Ties and material are being contracted for, the route has been surveyed and decided upon, and a charter will be asked for at the next session.

11/12/1896 *Perth Courier**Lanark County Electric*

THE ELECTRIC RAILWAY Mr. Fowler, of Arnprior, representative of the Perth & Lanark Electric Railway scheme, was in town on Monday, and in company with Mr. R. J. Drummond, of the Bank of Montreal, and Mr. J. G. Campbell proceeded to the Bathurst town hall where a meeting of the Council was to be held that day. When there they submitted to the Council a request for the use of the Bathurst side of the town-line from the toll gate at Perth to the shore of the Mississippi River, to be used as a right-of-way for the proposed electric road to Lanark, the idea being to run at the side of the stone road, cross the river at the town line, and reach Lanark by the winter road, or nearly on that route. The Council took their request into consideration, but as the present Council was near its end, they concluded to leave the settlement of the matter to the new council, which would be organized and meet in January. It is claimed that the Bathurst and Drummond Councils have power to grant the privilege asked for, so long as the roadway is not interfered with or the grant is not conceded for a wagon road. Mr. Fowler was also negotiating with parties for getting out ties for the road.

16/12/1896 *Lanark Era**Lanark County Electric*

## NOTICE

APPLICATION will be made at the next session of the Provincial Legislature for a Charter incorporating the Lanark County Electric Railway for the construction of a line of railway from the Town of Perth to the Village of Lanark, in Lanark County, and with power to extend the same within limits of said county.

JAMES FOWLER

For Applicants

15/01/1897 *Perth Courier**Lanark County Electric*

THE ELECTRIC RAILWAY Mr. W. C. Caldwell, of Lanark, and others, appeared before the Bathurst Council on Monday in behalf of a long petition from townships ratepayers asking the use of the Bathurst side of the town-line between Perth and Balderson for the right of way for the Electric railway. The Council reserved action.

05/03/1897 *Perth Courier**Lanark County Electric*

LANARK CO. ELECTRIC R.R. We have received from Col. Matheson, M.P.P., a copy of the bill incorporating the Lanark County Electric Railway Company, the promoters being Alex. H. Edwards, of Carleton Place; John B. Riley of Plattsburg, N.Y.; Thomas Hendry, of Montreal; James Fowler, Arnprior; Geo. A. Fowler and John A. Houston, of Ottawa. The bill provides for the construction of an electric railway between Perth and Lanark, with power to extend to Oliver's Ferry or Smith's Falls, on the south, and Almonte or Carleton Place, on the north. Dr. Preston, M.P.P., has the bill in charge.

12/03/1897 *Brockville Recorder**Lanark County Electric*

The promoters of the Lanark County Electric Railway are Alexandria H. Edwards of Carleton Place; John B. Riley of Plattsburg, N.Y.; Thomas Hendry of Montreal; James Fowler of Arnprior; Geo. A. Fowler and John A. Houston of Ottawa. The bill provides for the construction of an electric railway between Perth and Lanark with powers to extend to Oliver's Ferry or Smith's Falls, on the south and Almonte or Carleton Place on the south [sic] Mr. Geo. Fowler was a one time resident of Brockville.

**19/03/1897 Renfrew Mercury Lanark County Electric**

Dr. Preston, M.P.P., has charge of a bill in the local legislature incorporating the Lanark Co. Electric Railway Company, the promoters being Alexandria. K. Edwards, of Carleton Place; John B. Riley, of Plattsburg, N.Y.; Thos. Hendry, of Montreal; James Fowler, Arnprior and John A. Houston of Ottawa. The bill provides for the construction of an electric railway between Perth and Lanark, with power to extend to Oliver's Ferry or Smith's Falls on the south and Almonte or Carleton Place on the north.

**26/03/1897 Almonte Gazette Lanark County Electric**

The capital stock of the Lanark Co. Electric Railway is to be \$100,000, to be divided into 1,000 shares of \$100 each.

**09/04/1897 Perth Courier Lanark County Electric**

THE ELECTRIC RAILWAY The bill to grant a charter to the Perth and Lanark Electric Railway Company came before the railway committee of the Legislature at Toronto on Saturday, and when it appeared it was found that it contained a clause keeping alive the bonus granted by the Perth corporation, though the time ensuring the validity had expired long ago. Col. Matheson, in the morning telegraphed Mr. J. A. Allan, Mayor, stating the purport of this clause, and asking if it would not be better to change it by providing that the by-law only be renewed by a fresh vote of the ratepayers. The Mayor wired back his assent to this at once, and either to have this confirmed or some other decision given, the Mayor saw a majority of the members of Council, and most of these endorsed his action. In the afternoon, another telegram came from Col. Matheson stating that the clause objected to had been struck out, and the alternative one substituted of a fresh submission of the bonus by-law to the ratepayers.

**16/04/1897 Perth Courier Lanark County Electric**

THE ELECTRIC RAILWAY Mr. James Fowler, promoter of the Lanark and Perth Electric Railway, was in Perth and Smith's Falls on Tuesday in the interest of the road. He was arranging a meeting of the businessmen of Smith's Falls with a view of interesting the people there in the road, the scheme now being to run it from Lanark and Perth to Oliver's Ferry and Smith's Falls. Mr. Fowler says the company intend pushing the scheme through.

**16/04/1897 Almonte Gazette Lanark County Electric**

The time for which the Perth bonus for the Lanark and Perth electric railway was voted has lapsed, and, if the road should ever be built, the bonus will require to be voted on again.

**28/04/1897 Lanark Era Lanark County Electric**

The council received a communication last week from Mr. Jas. Fowler, promoter of the Electric Railway, asking that they send a delegation to Ottawa on Tuesday to interview the government in regard to matters relating to the railway. The delegates from here were to join the Carleton Place delegation and had made all arrangements to go when, for some unknown reason, they were notified not to come..

**07/05/1897 Almonte Gazette Lanark County Electric**

Mr. Jas. Fowler, the promoter of an electric railway in this county, now proposes to run it from Lanark village to Smiths Falls via Oliver's Falls and Perth. He wants the corporation of Perth to give a cash bonus of \$10,000 or to purchase \$25,000 first mortgage 5 per cent 20 year bonds.

**28/05/1897 Almonte Gazette Lanark County Electric**

The promoters of the Lanark County Electric Railway are again on the warpath. They want \$10,000 each from Lanark, Perth and Smith's Falls, and promise the people of the latter place a belt line in their town.

**04/06/1897 Perth Courier Lanark County Electric**

(2 items)

PERTH TOWN COUNCIL Council met on Monday evening.

Present : Mr. J. A. Allan, Mayor ; Councilors Consitt, Stewart, H. M. Shaw, Hope, Little, Burris, A. C. Shaw and Deacon.

On motion of Messrs. A. C. Shaw and Burris, the by-law to grant a bonus to the Lanark County Electric Railway Company was read a first time, the 33rd and 36th rules of Council being suspended for that purpose.

The by-law was read a first time, and appears in our advertising columns of this issue.

Moved by the same that the by-law be read a second time short.

Mr. Hope wanted to know if it was the intention of the road to carry cattle through our main streets ; also if the deposit money was to be refunded if the by-law did not pass. He said it was no fault of the town that the by-law had to be voted upon again.

The Mayor said the deposit was made on the same conditions as the former one: to be forfeited if the by-law carried and the road did not go on, or to be returned if the by-law was defeated or the road went on.

Mr. Code said it proved a nuisance in some towns when cattle cars were allowed to be run on the main streets. There should be a switch off to the station.

Notice:

BY-LAW No.

By-Law to aid and assist the Lanark County Electric Railway to build and operate a line of Railway from Perth to Lanark by a grant of a bonus of Five Thousand Dollars, and to authorize the levying of a special rate therefor.

Passed the day of 1897.

[full text followed]

**09/06/1897 Lanark Era Lanark County Electric Perth**

On the 23rd inst., the electors of Perth will vote on a by-law to aid the Lanark County Electric Railway Co. to build and operate a line of railway from Perth to Lanark by a grant of \$5,000.

**11/06/1897 Perth Courier Lanark County Electric**

THE BY-LAWS Voting on the Lanark County Electric Railway by-law will take place on Saturday, 26th of June, and on the sewerage by-law on Tuesday, 6th of July. The voters should keep both these dates in view.

**30/06/1897 Lanark Era Lanark County Electric Perth**

The Perth by-law to grant a bonus to the Lanark County Electric Railway was defeated on Saturday last by a majority of fifty-two. Out of the total vote of 350 there were 201 votes against it and 149 in its favor. The defeat of the measure was accomplished by a dozen or so of Perth citizens, who, although it would not make a dollar's difference to them, worked like Trojans against it.

**02/07/1897 Almonte Gazette Lanark County Electric Perth**

The Lanark county railway bonus was defeated at Perth on Saturday by a majority of over 50.

ELECTRIC RAILWAY BYLAW LOST - The polling on Saturday on the bylaw to grant a bonus of \$5,000 to the electric railway proposed to be run between Perth and Lanark was attended with but little excitement. A fairly large freehold vote was polled, however, and of the two sides the antis worked the harder. The East Ward reversed its verdict of last year, and gave a considerable majority against the bylaw, and so did the Centre Ward, but the West Ward was more friendly, which it proved by casting a small majority in favor of the scheme. There is no doubt the vote to be taken next week on the Sewerage bylaw worked against the Electric Railway bylaw, as did many other things connected with the handling of the scheme itself. The vote stood as follows :

EAST WARD	Court House	For	28	Against	64
EAST WARD	Union Engine House	For	26	Against	32
CENTRE WARD	Tay Steamer House	For	10	Against	10
CENTRE WARD	Town Hall	For	9	Against	31
WEST WARD	James Allan's store	For	41	Against	35
WEST WARD	Music Hall	For	35	Against	32

Total For 149 Against 204  
Majority Against 55

09/07/1897 *Renfrew Mercury**Lanark County Electric**Perth*

By a vote of 204 to 149, Perth defeated the by-law to bonus the Lanark electric railway to the extent of \$5,000.

08/08/1897 *Almonte Gazette**Lanark County Electric**Carleton Place*

Carleton Place will have a public meeting to discuss the proposed electric railway from Lanark to Carleton Place. One or two of the town fathers say the scheme will not amount to shucks.

11/08/1897 *Lanark Era**Lanark County Electric**Carleton Place*

A public meeting will be held in the opera hall, Carleton Place, tomorrow evening for the purpose of considering the proposed Lanark electric railway. An invitation has been extended to our Reeve to take down a deputation and a number of our citizen will probably attend.

18/08/1897 *Lanark Era**Lanark County Electric*

## THE ELECTRIC RAILWAY

The meeting in Carleton Place on Thursday evening, at which railway connection with this place was discussed, has again caused the hopes to rise, though they were badly shattered some few weeks ago by the refusal of Perth to renew the bonus which they had previously granted. But perhaps it was fortunate. The benefits that would result to this town from railway connections were carefully set forth in this paper at the time when it was thought that the electric road to Perth would materialize. Should the line be run to Carleton Place, the results would be more beneficial to our town, in that Carleton place, being a junction town, affords shipping facilities greatly superior to those of Perth, besides being more convenient to the traveling public and giving us a much better mail service. That the road would also benefit Carleton Place, no one who has any idea of the volume of trade done here, to say nothing of the trade which would be created by the road itself, would doubt for an instant. Mr. Fowler, manager of the enterprise, will be given an opportunity to lay the matter before the C.P. Council, and should that body be favorable to the proposal it will be thoroughly discussed at a public meeting, in which case they can rely upon ready assistance from this place.

18/08/1897 *Lanark Era**Lanark County Electric*

## Railway Meeting.

The public meeting in Carleton Place on Thursday evening for the purpose of discussing the advisability of granting aid to an electric road to Lanark, was attended by all the leading business men of that town, and was presided over by Mayor Edwards. Mr. Fowler was first called to the platform to lay (lie) scheme before the people, which he did in a very business like manner. Mr. Peter Grant was the next speaker, and although entirely disinterested, he was heartily in favor of the road, which he thought would be of great benefit to the town. He thought the town would be doing the right thing in granting a bonus to this road. Reeve Stead and Mr. Thos. Wilson represented this place and expressed their views on the road. Several other speakers took part and the meeting took the form of a general discussion, questions being asked and answered. It was then moved by Mr. J. S. Murphy, seconded by Mr. Munro, that Mr. Fowler lay the scheme formally before the Council and it the council considered it favorably, to call a public meeting for the further consideration of the scheme. The motion was carried unanimously and the meeting broke up with general good feeling in favor of the road. We hope that this good feeling may continue to grow until the road is an accomplished fact.

01/09/1897 *Lanark Era**Lanark County Electric**Carleton Place*

Long account of a meeting in Carleton Place page 1 column 5

08/09/1897 *Lanark Era**Lanark County Electric*

## Picnic at Boyds.

The Harvest Home picnic at St Johns, church Innisville, in Boyd's Settlement, on Wednesday last was highly successful in every way. The beautiful weather, together with the expectations of a pleasant afternoon, drew out a large crowd. Addresses were given by Mr. W. C. Caldwell and Doctor Preston, and several choice selections were rendered by the choir. The picnic was of interest to our citizens from the fact that there was a meeting of the Carleton Place and Lanark railway committees. The committees met and discussed many matters in connection with the proposed railway. In order that neither towns might be at any unnecessary expense the committee thought it advisable to demand the company to place on deposit \$1000, which, in case the bonuses are granted and the road not completed within one year from the time of granting the same, will be forfeited for the benefit of Carleton Place and Lanark. The proposition is a very reasonable one and a safeguard to the treasury of the towns, but at the same time it should be accepted by the Company without a moments hesitation if they really mean business. Further action will depend on Mr. Fowler's answer to this proposition.

10/09/1897 *Almonte Gazette**Lanark County Electric**Carleton Place*

A petition is being circulated in Carleton Place, asking the council to submit a bylaw to grant a bonus of \$15,000 to the proposed Carleton Place and Lanark Electric Railway.

20/09/1897 *Ottawa Citizen**Lanark County Electric**Lanark County Electric*

It is the intention of the Lanark County Electric Railway Company to form a summer resort on the north side of the Mississippi river. They certainly could not find a more attractive or suitable site, and with good railway facilities, would be one of the most desirable in the Ottawa Valley.

The Electric Railway.

A public meeting of the ratepayers of Carleton Place was held in that town on Monday evening to take action on the report of the committee appointed to inquire into the financial standing of the company, who were advocating the electric railway from that place to Lanark. Dr. Preston gave the report of the committee, stating that they had passed a resolution, that Mr. Fowler, on behalf of the company, be asked to deposit \$1,000 to the credit of Carleton Place and Lanark, as a guarantee of good faith and to indemnify both places against loss in the event of the company not building the road. Mr. Fowler thought the imposition of a deposit of \$1,000 a hardship but stated that the company would deposit with the town treasurer a sum sufficient to cover the expense the town would be put to in submitting the by-law and would not ask for a cent until the road was completed and in operation. There was considerable discussion but the meeting adjourned without taking any further action. The matter is virtually now where it was and the next step will depend upon the action of the Carleton Place council at its next meeting in dealing with the proposed by-law.

29/09/1897 *Lanark Era**Lanark County Electric**Carleton Place*

At a special meeting of the Carleton Place council on Monday evening Messrs. Edwards, Peden, Nichols, Cram and McCormick were appointed to meet Mr. Fowler and arrange an agreement in reference to the by-law to be submitted to grant aid to the Lanark County Electric Railway.

20/10/1897 *Lanark Era**Lanark County Electric**Carleton Place*

At a meeting of the Carleton Place town council on Monday evening the by-law granting a bonus of \$15,000 to the Lanark County Electric Railway received its first reading.

03/11/1897 *Lanark Era**Lanark County Electric**Carleton Place*

The Carleton Place Council have thrown out the by-law to grant a bonus to the Lanark County Electric Railway company. The railway has therefore been knocked out for the present. Mr. Colin McIntosh, solicitor gave his written opinion on the legality of the by-law, whereupon it was moved by Mr. Baird, seconded by Mr. Cram, that, that in view of the report of the Special Committee, this council take no further action in connection with the by-law to grant a bonus to the Lanark County Electric Railway company, and read a first time at our last meeting. The motion was carried. Mr. Fowler says he will go to work and get up a new petition, and have a new by-law prepared.

10/11/1897 *Lanark Era**Lanark County Electric**Lanark*

A petition is now being circulated among the ratepayers to have the Electric Railway bonus by-law submitted to a vote. The petition and by-law will be without defect - bullet-proof, in fact - Mr. Fowler says, and will without doubt, go to a vote of the people. Mr. Fowler has much faith in the success of the road, if built, and is determined to push it if at all possible.

10/11/1897 *Lanark Era**Lanark County Electric*

A notice appears in the Ontario Gazette of an application to the legislature for the incorporation of a company to build an electric railway within the counties of Lanark, Leeds and Grenville, from Smith's Falls to Lombardy, Oliver's Ferry, Portland and Rideau Lake, Merrickville, Burritt's Rapids, Irish Creek.

12/11/1897 *Almonte Gazette**Lanark County Electric*

Mr. Fowler (of Arnprior) is finding an uphill road to travel with his electric road to Lanark, to which the Khyber and Afridi and Chilcoat passes are easy gradients, so to speak, asphalted and macadamized, and with soda water booths all along. In putting the big stone on an up grade Sisyphus had a leisurely and halcyon time in comparison. Yet if the voice of the people, as delivered in the forum, mean anything the scheme has public sympathy and the promoter will yet soar on an easy pinions.- Central Canadian. Just so.

18/01/1898 *Lanark Era**Lanark County Electric*

A Mr. Edgar, representing the Hamilton Roller Mills Co., and who is engaged in keeping up the supply of iron ore for the concern, was in Perth last week getting information about the Payfair iron mines, with a possible object of opening them up again. He has also an idea of acquiring the charter for building the Lanark County Electric Railway so as to make connection with the mines at Playfair. We have no around yet for saying how far this scheme may lie carried toward maturity, but give the information told us by Mr. Edgar. Courier.

21/01/1898 *Perth Courier**Lanark County Electric*

ELECTRIC RAILWAY The Perth-Lanark Electric Railway scheme shows signs of being revived. Mr. James Fowler, the promoter, was in town on Tuesday, and interviewed the Mayor about it.

28/01/1898 *Almonte Gazette**Lanark County Electric*

The Perth - Lanark railway scheme shows signs of being revived.

15/04/1898 *Perth Courier**Lanark County Electric*

GROUND BROKEN Mr. James Fowler of Arnprior, was in town on Tuesday, and while here informed us that his errand was to formally break ground for the County of Lanark Electric Railway, the object being to save the company's charter. The feat was accomplished by Mr. James Doyle, of Perth, and the ground was broken on his farm at Armstrong's Corners. He used his road grader for the purpose, and turned up the sod for about two acres along the proposed route.

20/04/1898 *Lanark Era**Lanark County Electric**Lanark*

The breaking ground for the Lanark County Electric railway, a formality necessary to save the company's charter, was accomplished by Mr. Jas. Doyle of Perth. The sod for about two acres on the company's route was turned on Mr. Doyle's farm

22/04/1898 *Renfrew Mercury**Lanark County Electric*

Mr. James Fowler of Arnprior, was in Perth on Tuesday, and while here informed us that his errand was to formally break ground for the County of Lanark Electric Railway, the object being to save the company's charter. The feat was accomplished by Mr. James Doyle, of Perth, and the ground was broken on his farm at Armstrong's Corners. He used his road grader for the purpose, and turned up the sod for about two acres along the proposed route. Courier.

01/07/1898 *Perth Courier**Lanark County Electric*

THE ELECTRIC RAILWAY It is claimed that the necessary capital has been secured to build the Lanark and Perth Electric railway.

15/07/1898 *Eastern Ontario Review**Lanark County Electric*

The electric railway between Perth and Lanark is now a pretty sure thing. The necessary capital has been secured.



3 items

PERTH TOWN COUNCIL The Council Met on Monday evening. Present : Mr. J. A. Allan, Mayor ; Councilors Stewart, Consitt, Butler, Hope, Burns, Bennett, Balderson and A. C. Shaw.

Mr. A. C. Shaw moved, seconded by Mr. Balderson, that the by-law granting aid to the Lanark County Electric Railway be introduced and read a first time, and that the necessary rules be suspended for that purpose.

Mr. Shaw said Mr. Fowler, the promoter of this railway, and two others of the company, were in town that day and had a conference with the railway committee and the latter had agreed to introduce the by-law in the motion. The amount was now \$7,500, but the increase from the former \$5,000 arose from the fact that company were to run the line along the macadamized road from Perth to Balderson and the extra \$2,500 would go towards buying the right of way along that road. The company agreed also to deposit \$500 in cash to the credit of the corporation to be forfeited to the town in case if the by-law were carried the road were not built, and they also agreed to pay all the expenses of submitting the by-law whether the ratepayers carried it or not. The feeling in the town regarding this scheme has changed since it was defeated last year, and there was no doubt but that the company meant business now. The by-law was practically the same as the last one submitted except the difference in the amount of bonus.

Mr. Butler would oppose giving the by-law more than one reading to-night, as he was unacquainted with its contents.

Mr. Shaw that with the exception of one or two clauses there was no difference between this and the former by-law. The extra amount was asked because the company would have to pay for the right of way on or alongside the toll-road, and this route was chosen so that people along the line could jump on any where and come to town. There would be a station at the Scotch Line, and the changes in the clauses from last year's was due to certain restrictions In the use of streets, the details to be under the direction of the town council. The trade of the northern part of this county was drifting away to other towns and this railway should help to keep it at Perth.

Mr. Balderson said the people had a right to express themselves on this by-law, but though seconding it for this purpose, he reserved to himself the right to oppose or support it, as a citizen, as he thought fit. If by this railway they could get rid of the toll-road he would support it, but was not yet fully convinced of this result. He differed with many that the railway would be an injury to the town ; and if the company could be induced to come to terms with the macadamized road company so as to do away with the tolls, he would support the by-law heart and hand.

Mr. Hope thought the change of route from the Drummond swamps to toll-road would be beneficial to the railway company, and in getting the extra \$2,500 they could well afford to put up \$500 as a forfeit. He said that if the Lanark people thought the road was for the special benefit of Perth they would not have voted their \$10,000.

Mr. Stewart, as one who had opposed the by-law before, was disposed to support it now, for the reason that by the guarantee that it would run on or near the macadamized road it would result in the abolition of toll-gate. He saw no change in public opinion in the town regarding this road. He believed that the direct result of the railway would be to benefit Lanark at the expense of Perth ; but at the same time it would be an indirect benefit to Perth for the reason that by building it along the toll-road it would ultimately kill the tolls and benefit the town trade.

Mr. Burris had always been a supporter of the Electric road, and was now. There would be no expense in submitting it, and there was no excuse for not putting it before the people. The road must be of great benefit to Perth. Not long ago he had traveled on the Kingston & Pembroke railway, on one of its cheap excursion days, and the train was crowded, and there must have been fully \$1,000 worth of goods on the train bought at Kingston bound for the back country. Perth would benefit in the same way, as there was a provision in the by-law for a 25ct. rate both ways every Saturday ; and if our merchants could not compete with Lanark and secure the trade then the trade ought to go to Lanark.

Mr. Consitt saw no reason why the by-law should not go through to-night and let the people pass their verdict on it. As to the benefit to the town it was purely problematical, and no one could tell till time proved it whether it would be an injury or a benefit to us. At present Perth is the distributing centre for the back country, and if the Electric railway were built this would be moved twelve miles back. It might, however, be a benefit to both places. As a general thing, the more railway the greater the increase of trade generally.

Mr. Bennet thought the people themselves should have a chance to say whether the by-law should be passed or not, and he would therefore vote for placing it before them.

Mr. Butler withdrew his opposition on the guarantee that no expense whatever would be placed on the town for its advertising or submission.

The motion passed, and the by-law was read in full the first time, and the second time short.

[The by-law will be found in our adverting columns.]

THE ELECTRIC RAILWAY The Lanark County Electric Railway Is again before the people of the town. and the by-law appears in this issue for the Information of the ratepayers. It Is absolutely fixed as one condition that the road is to run along the town-line toll-road and the result no doubt will be the abolition of the toll-gates between Perth and Balderson. This means a very great deal to the businessmen of Perth and consequently the whole town, and the twenty-five hundred dollars beyond the amount of bonus In the previous by-law is to help the company to pay for this. The railway should bring increased business to Perth and make our town more than now the headquarters for the trade of this section. The line is Intended to keep in the town line after leaving Balderson and cross the Mississippi at that point, then run to Lanark village with some deviations to avoid difficult places on the straight route. The voting will take place on the 5th of August.

Notice:

BY-LAW No.

By-Law to aid and assist the Lanark County Electric Railway Company to Build and operate a line of Railway from Perth to Lanark, by a grant of a bonus of Seven Thousand Five Hundred, dollars and to authorize the levying of a special rate therefor.

Passed the day of 1898.

[full text followed]

20/07/1898

Lanark Era

Lanark County Electric

Perth

On August 5th the citizens of Perth will vote on by-law granting a bonus of \$7,500 to the Lanark County Electric Railway Company to assist in the building and operating of an electric railway between Perth and this place.

27/07/1898

Lanark Era

Lanark County Electric

Lanark

Mr. Jas. Fowler, of Armprior, is once more making an energetic effort to put new life into the electric railway scheme, which has been considered as dead for the past year. On Saturday afternoon he and his brother and a Mr. Houston called upon a number of our citizens and talked the situation over. Yesterday evening Mr. Fowler addressed a meeting of the ratepayers in the town hall and gave a statement of interesting facts in connection with the scheme. The project is now being very generally discussed by our citizens.

The Perth electric railway scheme is being again revived in view of the action taken by the county town in submitting a bylaw to vote a bonus in aid of the Railway of \$7,500. The bylaw already passed by Lanark offering \$10,000 seems hardly available without confirmation again by the people, and it seems to be the impression that some opposition might be met within the effort to vote so large a sum again. Mr. Fowler, the original promoter of the scheme, and his brother visited Lanark on Tuesday, and after interviewing a number of our citizens a meeting was called for eight o'clock. Although the notice was brief a goodly number of our rate payers were in attendance. The reeve was voted to the chair and Mr. Fowler was called upon to explain the present position of the company and his views in general respecting the building of the railway. Next Mr. W.C. Caldwell spoke in favor of the scheme, and was favorable to confirming the bylaw for a \$10,000 bonus. Mr. R. Robertson was next called upon, and after declaring his wish to have better communication for Lanark, he however thought that it would be had at too high a figure if the old by law were again carried. He stated that he would oppose the grant of such a sum and thought that at the most \$5,000 was all that the village could pay. Rev. Mr. Wilson asked Mr. Fowler if his company would be satisfied to take \$7,500 and gave it as his opinion that the village would likely be willing to grant that sum. Mr. Fowler could give no definite reply to his question, and asked for time to talk over the matter with his company. Friday evening of this week was fixed for another discussion, and the meeting adjourned.

03/08/1898

Lanark Era

Lanark County Electric

Lanark

The Bonus By-law

Another railway meeting was held in the town hall on Friday evening and the ratepayers turned out in much larger numbers than they did to the previous meeting, probably owing to an increase of interest in the scheme as well as the fact that longerr notice had been given of this meeting. Mr. Fowler and two other gentlemen interested in the company were present. At the previous meeting Mr. Fowler had been requested to ascertain if his company would accept a bonus of \$7,500 and on Friday evening he informed those present that if that amount were granted the company would be willing to proceed with the work, provided the Perth by-law is carried. Various questions were then put to Mr. Fowler in regards to the working of the road and freight rates. On the latter point the queries and answers flew somewhat rapidly for some time, some of those present expressing the opinion that unless the company would consent to bring in freight at a lower rate then it can be wagoned in now, the road would not be worth the bonus of \$7,500, and also expressing doubt as to whether the company would be willing to bring in freight at a lower rate than it can be wagoned. Mr. Fowler, however, was quite positive that freight rates from Perth to this place would be much lower than at present and stated that it would be to the interest of the company to bring in freight at as low a rate as they possibly could. Considerable discussion of the merits and demerits of the railway was indulged in when a resolution was finally carried by the ratepayers requesting the council to submit a by-law to raise the necessary bonus. The council met on Monday and Tuesday evenings to consider the matter of submitting a by-law and decided to await the result of the voting on the Perth by-law on Friday. Should Perth show themselves in favor of granting a bonus, then the council will proceed to prepare and submit their by-law as quickly as possible

03/08/1898

Lanark Era

Lanark County Electric

Lancaster

THE ELECTRIC RAILWAY

Our ratepayers are once more to be called upon to cast their votes either for or against a by-law to grant a bonus of \$7,500 to the Lanark County Electric Railway for the construction of an electric railway from Perth to this place. The question of boning [sic] has been before our ratepayers on two previous occasions, and on each occasion the majority pronounced in favor of granting a railway bonus. Now that the bonus asked for is smaller than that voted on either of the previous occasions, the by-law should have so much the better chance of carrying. But at present there seems to be such a divergency of opinion on the proposed scheme that the ultimate fate of the by-law and the proposed road is extremely doubtful. The question for the rate payers to decide is "would the benefit accruing to Lanark from such road be sufficient to warrant the expenditure of \$7,500." There are those who contend that the road will be a positive injury to the town and cite cases to show that the smaller town is almost invariably ruined by the larger. Others express their willingness to vote in favor of the by-law were it proven to them that freight would be brought in here cheaper than at present and that the Perth merchant would not gain at the expense of this place. Others are heartily in favor of the road and would be willing to vote even a larger bonus. With this place as the terminus of the road it is difficult to understand why the railway should be an injury to the town. Lanark would become the distributing centre for a much larger area of the country to the north and west of us and the increase of trade from this section would, we think, much more than atone for the small portion of trade that would be drawn to Perth. Because some small towns have been injured by connection with larger towns it is not to be concluded that Lanark will also be injured, inasmuch as the large extent of country back of us assures us of a large increase in trade. Those who would favor the by-law where it proven to them that freight will be brought in here cheaper than at present take a very reasonable view of the matter, and a clause in the by-law fixing a maximum rate would secure their votes. But before voting the rate payers will be better informed on these points.

05/08/1898

Almonte Gazette

Lanark County Electric

Lanark

Lanark News.

The electric Railway scheme seems likely to assume more definite proportions. Another meeting was held last Friday, attended by Mr. Fowler and other gentlemen interested. Quite a large number of Lanark people were present and the whole matter was again discussed. After options were offered for and against a bonus a vote of a meeting showed a majority in favor of the road. The council are now considering the terms of a bylaw to be submitted to the rate payers at an early date. The bonus proposed is for \$7,500 and voting will take place as soon as possible.

12/08/1898

Perth Courier

Lanark County Electric

THE ELECTRIC RAILWAY BY-LAW DEFEATED The by-law proposing to grant a bonus to the Lanark County Electric Railway came to a vote of the freeholders of the town on Friday last, and sustained a defeat by a narrow majority of the votes polled, and also failed to carry by a considerable shortage the necessary one-third of the full vote in the town. There was little excitement over the matter, though the liveries were all at work, mostly, though not all, in the interests of the opposition. Mr. Fowler, promoter, was active in getting out the vote in favor of the by-law, and in this he was assisted somewhat by local friends of the railway, but the enthusiasm, either for or against was not very apparent.

It is quite evident the people of the town, as a whole, are either indifferent or opposed to granting a bonus of this amount to the road. There are some who are opposed to the construction of the road at all; others who were unfriendly because the amount of bonus was raised from \$5,000 to \$7,500, and still others were opposed to granting bonuses to any project whatever. There were some who were apprehensive that their personal interests would be affected by the route being along the toll-road line, and they not unnaturally were adverse to the by-law carrying. Still there was practically a good solid half of the freehold vote who wanted the road in the interests of the town, and were willing to pay what the promoters asked as the town's share. A few public meetings held would likely have added to their number, for a large vote remained unpolled. The following is the vote by subdivisions on the question :-

EAST WARD	Court House	For	30	Against	39
EAST WARD	Engine House	For	27	Against	28
CENTRE WARD	Town Hall	For	11	Against	26
CENTRE WARD	Tay Steamer	For	8	Against	6
WEST WARD	Music Hall	For	34	Against	32
WEST WARD	Allan's store	For	42	Against	30

Total	For	158	Against	161
Majority	Against		3	

*12/08/1898 Almonte Gazette*

*Lanark County Electric*

*Perth*

Electric railway stock is again much below par since the town of Perth rejected their bonus bylaw last week. We wonder what new schene will next be proposed.

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Perth ratepayers defeated the by-law for the purpose of granting a bonus of \$7.500 for the buuilding of an electric railroad between Perth and lanatk, a distance of twelve miles. The minority was 3. This is the third time the bylaw has been voted on.

*18/01/1899 Lanark Era*

*Lanark County Electric*

At the same time comes a report from Perth that there is a probability that a railway will be run from Perth out to the iron mines at Playfair, which are likely to lie opened up again.

*13/09/1901 Perth Courier*

*Lanark County Electric*

Mr. Fowler, formerly of Carleton Place and Arnprior, once so well known as the promoter of the Perth and Lanark Electric Railway scheme, is on a directorate of capitalists at Toronto, who are promoting a million dollar company for the manufacture of beet roots sugar in Ontario.

*21/10/1910 Eastern Ontario Review*

*Lanark County Electric*

Brockville, Oct. 17 - The proposed electric line from Ottawa to Lanark will run through the villages of City View, Merivale, Manotick, Wellington, Kars, North Rideau, Burritt's Rapids, Andrewsville, Merrickville and the towns of Smith's Falls and Perth.