

# Local Railway Items from Area Papers - North Lanark Railway

*20/04/1888 Renfrew Mercury North Lanark*

North Lanark Railway. A despatch from Kingston says - Mr. Nash, engineer of the Kingston & Pembroke Railway, went over the proposed line from Sharbot Lake to Appleton. He estimates the distance, allowing for deviations, at about forty-two miles. The country is favorable for the railway, and the road might be easily built at a minimum cost.

*07/07/1894 Almonte Gazette North Lanark*

The survey of the North Lanark railway is now being made, Messrs. Andrew Bell, of Almonte and E.T. Wilkie, of Carleton Place being the engineers at work. It is expected that the work of construction will be commenced this fall. - Watchman.

*06/01/1899 Almonte Gazette North Lanark*

A Problematical Railway

Notice has been given that at the next session of the Ontario legislature application will be made for an act to incorporate the North Lanark Railway, from some point on the Kingston and Pembroke Railway at or near Mile Lake, in Renfrew, thence passing through Darling and Pakenham, in Lanark, to some point on the Canadian Pacific Railway or Ottawa, Arnprior and Parry Sound Railway.

*18/01/1899 Lanark Era North Lanark*

The North Lanark Railway

For three weeks now a notice has appeared in our columns to the effect that at the approaching session of the legislature application will be made for an act to incorporate the North Lanark railway with the power to construct, layout and build a railway from some point on the K. & P. railway, at or near Mile lake, in Renfrew county, to some point on the C.P.R. or O., A. & P.S. Railway at or near Arnprior. The route of the proposed road has been surveyed by Mr. A. Bell, C. E., of Almonte, acting for a number of capitalists interested in iron mining. Mr. Jas Bell, of Arnprior, is one of the promoters of the project, and in an interview with a reporter of the Arnprior Watchman stated that the matter is about to take practical shape. It is proposed to build a tramway capable of running a light train and, while passengers will be carried, the main object of the construction is the transportation of mineral products. The country through which the road will pass, particularly Darling township, is rich in iron ore and other minerals and it is proposed to transport this ore to Arnprior, where it will be smelted and shipped to the Old Country. The company is at the back of the proposal are said to possess sufficient capital to build the road without any bonuses from the municipalities through which it will pass. As the road will pass through the rear of Darling township and also through McNab and Blythefield townships, it is too distant from this place to be a lively interest with our citizens, though the development of mining in Darling Township is a matter of importance to several of our citizens and a matter in which all would be interested.

*20/01/1899 Ottawa Journal North Lanark*

ABOUT TO TAKE PRACTICAL SHAPE  
MOVEMENT RESPECTING NORTH LANARK RAILWAY

Statement That There is Ample Capital at the Back of It - Will Serve Good Mining Country.

At the approaching session of the Legislature application will be made for an act to incorporate the North Lanark railway with the power to construct lay out and build a railway from some point on the K. & P railway, at or near Mile Lake, in Renfrew county, to some point on the C.P.R. or O.A. & P. S. railway at or near Arnprior. The route of the proposed road has been surveyed by Mr. A. Bell, C E., of Almonte acting for a number of capitalists interested in iron mining. Mr. Jas. Bell, of Arnprior, is one of the promoters of the project and in an intervslw with a reporter of the Arnprior Watchman stated that the matter is about to take practical shape. It is proposed to build a tramway capable of running a light train and, while passengers will be carried, the main object of the construction is the transportation of mineral products. The country through which the road will pass particularly Darling township, is rich in iron ore and other minerals and it is proposed to transport this ore to Arnprior, where it will be smelted and shipped to the Old Country.

The company at the back of the proposal are said to possess sufficient capital to build the road without any bonuses from the municipalities through which it will pass.

*21/01/1899 Montreal Star North Lanark*

RAILWAY FOR NORTH LANARK

OTTAWA January 21- At the approaching sessionn of the Legislature application will be made for an act to incorporate the North Lanark Railway with the power to construct, lay out and build a railway from some point on the K and P Railway at or near Mile Lake in Renfrew county to some point on the C.P.R. or O. A. and P. S. railway at or near Arnprior The route of the proposal [sic] road has been surveyed by Mr. A. Bell C. E., of Almonte acting for a number of capitalists interested in iron mining.

*24/01/1899 Ottawa Citizen North Lanark Arnprior*

The North Lanark Railway, incorporation of which is to be asked for at the next session of the Ontario Legislature, is a scheme now dividing interest in Arnprior with Mr. Mcleod Stewart's undertaking. The railway, if built, is certain to be of immense benefit to Arnprior, as it will open up a section rich in mica, corundum, copper, feldspar, soap stone and white marble. There is also hematite and magnetic iron ore, said by experts to be of better grade than is found in the mines of Bilboa in Spain, whence comes the English supply. Along the line of the proposed road, which is from Mile Lake on the K. & P. Ry. to Arnprior, timber of various kinds is to be had, while there will be considerable to haul in the way of farm produce. Mr. Andrew Bell, C.E. has gone over the route and finds no great engineering difficulties. Behind the promoters is the necessary capital. The scheme carried to a successful issue means a smelting works for Arnprior.

*08/02/1899 Lanark Era North Lanark*

APPLICATION TO PARLIAMENT

NOTICE IS HEREBY GIVEN that an application will be made at the ensuing session of the Ontario legislature for an act to incorporate the North Lanark Railway with power to construct, lay out and build a railway from some point on the Kingston & Pembroke Railway at or near Mile Lake, in the township of Blythfield, in the county of Renfrew, thence passing through the townships of Darling and Pakenham, in the county of Lanark, to some point on the Canadian Pacific Railway or Ottawa, Arnprior & Parry Sound Railway at or near the town of Arnprior, in the county of Renfrew, and with power to equip and operate the same or any part thereof by steam or electricity, and if by electricity with power to acquire water powers and other property to operate the same and also with power to sell the surplus electricity for light, heat and power purposes

GREIG & JAMIESON,  
Solicitors for Applicants,  
Almonte, Dec. 27th, 1898

**22/03/1899 Lanark Era North Lanark**

The bill which is passing through the legislature to incorporate the North Lanark railway company consumes sixteen printed pages. The proposed line is to start at or near Mile Lake, in Blythfield, and is to pass through Darling and Pekenham to some point on the O.A. & P.S. or C.P.R. railways. Alfred Wilson, of Toronto, William J. Rintoul, David Barr and Robert Jordan, of Darling, W. Wiley and Andrew Bell of Almonte, John Stuart, of McNab, Hugh F. McLachlin and James Bell of Arnprior, together with all such other persons and corporations as shall become shareholders in the company, are to be the body corporate and politic by the name of "The North Lanark Railway Company."

**22/03/1899 Ottawa Citizen North Lanark**

The railway committee today passed the North Lanark Railway company's bill with a few slight changes

**29/03/1899 Ottawa Journal North Lanark**

A representative deputation from Arnprior, Pakenham townships and this town went to Toronto this morning to urge the claims of the North lanark railway to a provincial subsidy. Mr. Claude McLaughlin, of McLaughlin Bros., Arnprior, was amongst the number.

**05/04/1899 Ottawa Journal North Lanark**

The deputation which went to Toronto to urge the claims of the North Lanark Railway to a provincial subsidy returned without success.

**05/04/1899 Lanark Era North Lanark**

The Ontario Legislature concluded business on Friday laast and was formally prorogued on Saturday afternoon. There was a rush of legislation during the last hours of the session. Mr. Caldwell's bill to incorporate the North Lanark Railway was read a third time.

**31/05/1899 Lanark Era North Lanark**

A meeting of the directors of the North Lanark railway waa held in Arnprior on Thursday last, at which Messrs. Jas. W. Wylie and A. Bell, C.E., Almonte ; D. Barr, Hall's Mills ; W. J. Rintoul, Tatlock John Stewart, Waba and Alfred Wilson, Toronto, were present. The meeting was for organization and the fallowing officers was appointed ; President, Mr. John Stewart, Waba : Sec.-Treas., Mr. Jas. Bell, Arnprior, and the latter was given power to open stock books and dispose of stock. Mr. And. Bell, C.E., was authorised to make a preliminary survey of the route.

**05/07/1899 Lanark Era North Lanark**

The survey of the North Lanark railway is now being made, Messrs. And. Bell, of Almonte, and E.T. Wilkie of Carleton Place, being the engineers at work. The Arnprior Watchman sayd that it is expected that the work of construcion will be commenced this fall.

**31/08/1899 Kingston Weekly British W North Lanark**

He May Build The Road

ALMONTE, Aug 29. - A. Bell, C.E., and J. W. Wylie, of this town, and William Stewart; of Waha, directors of the North Lanark railway, went to Ottawa for the purpose of interviewing an English capitalist with a view to an early building of the road. It is understood that the capitalist has an option on building the line and he was given until the first of October to begin operations.

**08/03/1900 Ottawa Journal North Lanark**

ANOTHER CLAIM.

The ministry also received a deputation, introduced by Mr. Caldwell, M P.P.. and consisting of Mayor Howe, Solicitor Thompson, and Messrs. Moyer and A. J. Campbell, of Arnprior : Mr. James Stewart, reeve of McNab township; Mr. J. H. Wylie of Almonte; and W. H. Wylie of Niagara. They asked a bonus of \$3,000 per mile for the North Lanark railway, which, extending for 25 miles, will connect the Kingston & Pembroke railway with th C. P. R. and Canada Atlantic at Arnprior. The trade of the road will be chiefly iron ore and timber..

**08/03/1900 Ottawa Citizen North Lanark**

FOR RAILWAY BONUSSES.

Two Companies Make Application to Government for Grants.

A subsidy from the Ontario government for the North Lanark railway, a twenty-five mile line extending from Mile Lake, on the Kingston and Pembroke railway, to Arnprior, on the Canadian Pacific railway and Canada Atlantic, is the object sought by a deputation of Lanark county representatives, which had an interview with the minister of public works at the parliament buildings today.

They asked for the usual bonus, and insisted that the grant would be beneficial to all that section of the country.

Details of deputation members omitted

**09/03/1900 Renfrew Mercury North Lanark Arnprior**

A meeting of the directors of the proposed North Lanark railway was held in the town hall here on Thursday morning. There were present: the president, Mr. John Stewart, Waha; Messrs. Andrew Bell, W.J. Wylie, Almonte; Messrs. H.F. McLachlin and James Bell, Arnprior. Resolutions were passed to memorialize the government for the usual subsidy for the railway, and appointing a delegation to interview the government. The following additional provisional directors were appointed: Messrs. A.J. Campbell, A.W. Reid, B.V. Stafford of Arnprior; and Mr. W.H. Wylie, of Niagara. The directors are confident that they will receive the subsidy, and that the present year will see the railway well advanced. - Arnprior Watchman.

**16/03/1900 Almonte Gazette North Lanark**

Friday's Ottawa Free Press had this: among the guests at the Russell yesterday were members of a deputation of leading citizens from neighboring municipalities on their way home after interviewing the Ontario government authorities with a view to securing a bonus for the North Lanark railway. They were highly satisfied with the assurances given them by the government of assistance towards the enterprise. The mineral resources and other advantages along the proposed route were ably set forth by Mr. J. E. Thompson, solicitor, of Arnprior. It is proposed to have the line run so as to connect the Kingston and Pembroke at Mile Lake, with the C.P.R. and C.A.R. at Arnprior. Among those on the deputation were mayor Howell, of Arnprior, the youngest and one of the brightest mayors in Canada; J. S. Thompson, solicitor; A.. J. Campbell, J. S. Moir, representing the board of trade; John Stewart, Arnprior; J. H. Wiley, Almonte; W. Wiley, Niagara, and Andrew Bell, Almonte.

**30/03/1900 Almonte Gazette North Lanark**

Wants the North Lanark R.R.

Judging by the following, taken from last week's Arnprior Chronicle, the citizens of the "sawlog town" have not benefited to any extent from railway competition: "Report has it that the C.P.R. is about to build a short line from Ottawa to Arnprior, taking in Fitzroy Harbor and Torbolton, not now served by any railway. The present C.P.R. line between the capital and Arnprior is, as advocates of the Parry Sound line used to say, in the form of a dog's hind leg, and is rather a roundabout course. Another line such as this running into Arnprior might give the town additional prestige, but it would not not likely be of any more benefit than the C.A.R. has proven, a benefit to which the majority of citizens fail to see. Of greater good would be the North Lanark railway, if, as its advocates claim for it, it will pave the way for a smelter at this place." And "Will Lee," writing on the same subject, say: "With the C.P.R. short line built and the North Lanark Railway an accomplished fact four lines of railway will converge at Arnprior. This may be a good thing for the town, making it an inviting place for manufactories, but if many of the merchants and grocers had their way of it there would be a return to the old one-line days, when more people bought dry goods and groceries in Arnprior than is now the case. The promoters of the North Lanark scheme claim for it that it will make Arnprior the source of supply for a busy mining district and possibly give the town a blast furnace. If it can do one or both of these things it will be doing much."

**11/04/1900 Toronto Star North Lanark**

Kingston Council has endorsed the building of the North Lanark Railway, which is to tap the K. & P. line near Flower station, and will use its influence with the Legislature to obtain the usual grant for the road.

**03/05/1901 Almonte Gazette North Lanark**

The new railway will be running into Lanark by next Christmas

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The promoters of the Oso Station - Lanark - Carleton Place line asseverate that the new line will also touch Almonte on its way to Ottawa.

**01/03/1902 Ottawa Citizen North Lanark**

ARNPRIOR Feb. 28. - The deputation from town that waited on the provincial government at Toronto, seeking aid for the proposed North Lanark railway were Mayor Keley, Councillor J.J. Grace and Mr. Jas. Bell

**05/03/1902 Lanark Era North Lanark**

A deputation, largely composed of Arnpriorites, were in Toronto last week interviewing the provincial government for aid toward the construction of the North Lanark railway. This projected line is to run from a point on the K. & P. railway near Clyde Forks to a point on the C.P.R. between Pakenham and Arnprior; and would open up the back country, which has still considerable timber wealth, in addition to its great deposits of iron ore.. With this railway and an improved market for iron ore an era of prosperity will, it is expected, dawn for this portion of the country. The president of the company is Mr. John Stewart, of Waba, and the secretary, Mr. Jas. Bell of Arnprior. McLachlin Bros., of Arnprior, are interested in the scheme, besides a few Almonte capitalists..

**14/02/1903 Toronto Star North Lanark**

The North lanark Railway Company wants power to construct an extension eastwards to ottawa and westward to some point on the Madawaska River.

**04/05/1903 Kingston Weekly British W North Lanark**

The incorporation asked by the North lanark railway company is for a line from Blythfield, Renfrew to Ottawa, passing through the townships of Bagot, Darling, Pakenham, McNab, Fitzroy, Torbolton, March, Nepean and Gloucester. A former act is to be repealed.

**05/05/1903 Montreal Gazette North Lanark**

The bill to amend the act to incorporate the North Lanark Railway Co., was read a second time

**21/05/1903 Kemptville Advance North Lanark**

FINAL READINGS

To amend the Act incorporating the North Lanark Railway Company. - Mr. Caldwell.

**30/05/1903 Ottawa Journal North Lanark**

The North lanark Railway delegation asked of the Ontario Government a bonus from Arnprior to a point a short distance above Calabogie, about twenty-six miles. They did not request a bonus elsewhere, because the other portion of th eproposed line will parallel an existng road.

**06/11/1903 Renfrew Mercury North Lanark Arnprior**

The first general meeting of the North Lanark Railway Company, for the purpose of organization, will be held in the town hall, Arnprior, on Monday, November 16th, at eleven o'clock a.m. The railway will sonn be in such a shape as to commence construction.

**10/12/1903 Montreal Star North Lanark**

Ottawa, December 10. Directors of the North Lanark Railway met here yesterday afternoon and discussed favorably the proposal to run a belt line through Perth, Athens, Brockville, Cardinal, Iroquois, Morrisburg, Winchester, Kenmore, Metcalfe and Ottawa. The scheme, if carried out, will mean much to the agricultural disctrict of Eastern Ontario

**15/12/1903 Kingston Whig Standard North Lanark**

At the organization meeting of the North Lanark Railway company held in Arnprior last week, it was decided to begin at once a survey of the proposed route, starting at High Falls, above Calabogie. The road will then run to Arnprior, touching White Lake en route. From there it will run to Galetta and Fitzroy Harbor, and thence to Ottawa

**30/03/1904 Montreal Gazette North Lanark**

Other applications for subisidy have been received from the North Lanark Railway ---

Also in Kingston Weekly British Whig 31 March 1904

**08/05/1905 Ottawa Journal North Lanark**

The plans for the North Lanark railway between Ottawa and Arnprior, have been filed with the Department of Public Works. The company was incorporated in 1899 to build a line from Mud Lake to Arnprior.

Also in the Kingston Whig Standard same date and Lanark Era 17 May 1905.

**16/11/1905 Ottawa Journal North Lanark**

ARNPRIOR

Engineers are locating a route between Arnprior and Braeside for the North Lanark Railway. They commenced yesterday, and expect to finish in the course of a few days

**24/11/1905 Renfrew Mercury North Lanark Arnprior**

From the Arnprior Watchman. A staff of civil engineers commenced the survey of the North Lanark railway on Tuesday, starting from this point. Should this line be run by electricity the rails will probably be run through the town according to the route set forth in the minutes of council elsewhere given, but if steam is to be used, and which is most likely, the line will run parallel and on the north side of the G.T.R. tracks, crossing Tierney streetnear the end of the new sidewalk. More.-- secured a right of way on the other side of the Madawaska through McLachlin Bros. lumber yard.--

**07/12/1905 Kingston Weekly British W North Lanark**

The New York Central railway has effected the purchase of the proposed new North Lanark railway charter for a line to runbetween Ottawa and Madawaska, with branches to Arnprior and Fitzroy Harbor.

**08/12/1905 Ottawa Citizen North Lanark**

EXTENSION N. Y. C.

Have Taken Over Charter of Lanark Railway - Will Build to Madawaska.

The New York Central railway has effected the purchase of the proposed new North Lanark railway charter, in which the completion of the road will be under the direct supervision of the New York company. The survey work is completed and it is probable that the construction work will be immediately started. This road will have its starting point from Ottawa and the terminus at Madawaska, with branches to Arnprior and Fitzroy Harbor.

Also in the Montreal Gazette same date.

HAS NOT BOUGHT. NORTH LANARK  
No Truth in th Report That the New York Central is Even After It.

"The New York Central Railway Company has not purchased the charter of the North Lanark Railway Company. Neither has this charter been purchased by the Ottawa and New York, which is a branch of the New York Central," said Mr. H. W. Gays, general manager of the Ottawa and New York, to The Journal this morning.

"The report of the purchase of this road which appeared in the Citizen is absolutely incorrect. Not only has the New York Central not purchased the North Lanark charter, but but it has not made any move to do so."

29/01/1906 *Ottawa Citizen* *North Lanark*

ARNPRIOR

Mr. James Bell of Arnprior has been elected president of the North lanark Railway company.

14/03/1908 *Ottawa Citizen* *North Lanark*

T.W. McGarry (S. Renfrew) introduced a bill to extend the time for building the North Lanark railway for another five years. A charter was granted to this road about ten years ago. It is to go from Ottawa to a junction on the Kingston and Pembroke road in Renfrew county. There is a prospect of it being built now as some Ottawa and New York people are interested in getting access to certain mining properties.

30/03/1908 *Ottawa Citizen* *North Lanark*

Plans and profiles for fifty miles of the North Lanark railway between Ottawa and White Lake have been made and deposited with the proper UTHORITIES. In securing a charter for the belt line., power will be asked tio include the North Lanark railway, on which section work can be commenced at once

03/04/1908 *Ottawa Journal* *North Lanark*

Mr.MaGarry's bill extending the time for starting the North Lanark Railway was given its third reading.

17/04/1908 *Renfrew Mercury* *North Lanark*

North Lanark Railway Company.

The bill which Mr. T.W. McGarry, M.P.P., has introduced into the legislature to extend the time for building the above road for five years longer, gives the following description of the course of this line, which was to be operated by either steam or electricity.

From a point at or near lot number thirteen or lot number fourteen in the second concession of the Township of Blythfield in the County of Renfrew, thence passing through the Township of Bagot in the County of Renfrew, through the Townships of Darling and Pakenham in the County of Lanark, and through the Township of McNab in the County of Renfrew, to a point at or near the village of Braeside, on the Ottawa river; thence continuing through the said Township of McNab to a point at or near the Town of Arnprior; thence continuing through the said Township of McNab, and throught the Township of Fitzroy in the Counth of carleton to a point at or near the Village of Fitzroy Harbour on the Ottawa River; thence continuing through the said Township of Fitzroy and through the Townships of Torbolton, March, Nepean and Gloucester in the County of Carleton, to the City of Ottawa.

10/12/1908 *Montreal Star* *North Lanark*

EXTENSIVE SYSTEM OF ELECTRIC RAILWAY

A Proposed Line Through Eastern Ontario is Attracting Attention  
Special to The Montreal Star

Ottawa December 11 - At a meeting held In the Ottawa Board of Trade rooms on Wednesday a company was formed under the presidency of Mayor C B Cossit of Brockville which proposed to build an extensive system of electric railway in Eastern Ontario. Government aid will be asked for the construction of a line from Ottawa to Morrisburg thence to Brockville and thence to Darling where it will join the projected North Lanark steam railway It is also proposed to construct a branch eastward from Morrisburg through Cornwall to the Quebec boundary. Representative of all the towns along the proposed line were present at the meeting. In addition to a federal subsidy, municipal subsidies will be sought by the company.

10/12/1908 *Montreal Star* *North Lanark*

RAILWAY PROBABILITIES

Propoasd Belt Line In Ontario  
Special to The Montreal' Star

Ottawa December 10 - Directors of the North Lanark Railway met here yesterday afternoon and discussed favorably the proposal to run a belt line throughPerth, Athens, iroquois, Morrisburg, Winchester, Kenmore, Metcalfe and Ottawa. The scheme if carried out will mean much to the agricultural districts of Eastern Ontario.

Also in Berlin News Record same date

15/12/1908 *Montreal Star* *North Lanark*

Another line is proposed to be run from Ottawa to Morrisburg west to Brockville and north to Darling where it will connect with the North Lanark Railway. East of Morrisburg the line will run to the south eastern corner of the boundary between Ontario and Quebec.

16/12/1908 *Lanark Era* *North Lanark*

Electric Line Coming.

Messrs. James Bell, J. W. Fraser and S. R. Rudd of Arnprior and Reeve McClure and Heman Kedey of Fitzroy were in Ottawa on Wednesday attending a meeting in the board of trade rooms at which it was decided to apply for a charter for an electric belt line to run from Ottawa to Morrisburg to Brockville and north from Brockville to Darling, there to meet the North Lanark Railway so long and consistently advocated by Mr. James Bell, the present president of the enterprise. The cost as estimated by Mr. Bell would be \$14,000 per mile or \$2,002,000 for the line. Operation would cost \$1,500 per mile or \$214,500 per year, and the earnings are estimated at \$2,500 per mile or \$357,000 per year. Mr. S.R. Rudd expressed the opinion that the line would open up a wealth of timber and mining hitherto unknown in the country, through which it would pass. There was power enough at Chat's Falls, he said, to run the road and a dozen others. The line would be a decided convenience. Mr. Jas. Bell, who is strongly in favor of the line, stated that a charter must be obtained before backing is sought, and that backing was much more likely to be obtained if a good provisional board of directors were already backing the plan, indicating that they were assured of its feasibility. Mayor Cossitt of Brockville was elected president of the proposed railway; F. Iveson, Metcalfe, secretary, and the provisional board of directors was elected; J. F. Ault, Winchester; Thos. Berney, Athens; F. H. Daniels, Prescott; R. R. Rudd, Arnprior; J. L. Rolston, Metcalfe; John A. Campbell, Ormond; Duncan MacArthur, Kenmore; J. McClure, Reeve of Fitzroy and Irving Hilliard of Morrisburg. Mr J.W. Fraser of Atnprior acted as secretary of the meeting. - Arnprior Chronicle.

25/06/1909 *Renfrew Mercury* *North Lanark* *Arnprior*

At a meeting of the directors of the North Lanark R'y Co. held in Arnprior Mr. James Bell, of Arnprior, was re-elected president and Mr. John Stewart, of Waba, again chosen for the office of vice-president.

NEW RAILWAY CO. HOLDS ANNUAL  
Bell Line Shareholders Meet In Arnprior. Capital Forthcoming.

Arnprior, Dec. 30. - The annual meeting of shareholders of the North Lanark Railway Company was held in Arnprior this week, when the following officers were elected; James Bell, Arnprior, president; John tewart, Waba, vice- president; J. A. McQuade, Ottawa secretary. The latest report from London, dated December 1, was under consideration and strong hopes are entertained that capital will be forthcoming in a very short time for construction of what is currently known as the Ottawa, Arnprior, Brockville and Morrisburg electric belt line.

In soliciting capital for the belt line, the promoters have not followed the general procedure of holding the stock in their own hands, and raising money on bonds, as they have offered the investor the stock and let him build the road and own it, the sole condition being that the road must be commenced on a certain date, and completed in a given time. It is conceded by those who have looked into this projected line carefully that the line now laid out is only the forerunner of a series of belt lines extending all over Ontario and all connected. Besides the railway being a boon to farmers by bringing convenient and cheap transportation within easy reach, there will also be light and power procurable at a minimum cost. - Montreal Herald.

22/11/1911 *Lanark Era* *North Lanark*

Death of Mr. James Bell

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He owned quite a quantity of real estate, was an active insurance agent, the promoter of the the proposed North lanark railway and always took a keen interest in all things pretaining to the upbuilding of the town.  
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12/04/1912 *Renfrew Mercury* *North Lanark*

Mr. McQuade, secretary of the North Lanark Railway Co., last week issued notice for a meeting in Arnprior on Tuesday the 9th, for the purpose of considering and if approved, adopting a proposal to finance and construct the railway.

26/09/1912 *Kemptville Advance* *North Lanark*

Belt Line Railway

Winchester Press: Gas-electric car will be used on a new railway which is to circle the eastern end of the Province, and on which it is announced work will be started immediately says the Gobe of Monday. It will be known as the St. Lawrence Railway, and will operate under a pPovincial charter granted three years ago in which is swallowed up the old charter granted to the North Lanark Railway in 1890. Continuing the Globe says: Mr J. A. Morden and Mr. R.E.D. Percy, Toronto men, are pushing the project. They returned from Ottawa on Saturday after completing arrangements to have construction survey parties start out at once, followed by the construction gangs in less than a month. Mr. Morden is the head of J.A. Morden & Co., who are promoting the road, and Mr. Percy is representing the English capitalists who are underwriting the bond issue.

22/01/1913 *Ottawa Citizen* *North Lanark*

Notice to Shareholders of the Ottawa and St. Lawrence Electric Railway Company.

Take notice that a Special Meeting of the said Company will be held at the offices of the Company, Room 8. No. 74 Sparks Street, in the City of Ottawa, on the 30th day of January, 1913, at two o'clock P.M., to consider and if deemed advisable to authorize an application to the Legislature of the Province of Ontario for the passing of an Act for the following purposes:

1. To amalgamate the Ottawa and St. Lawrence Electric Railway Company and the North Lanark Railway Company under the name of the Ottawa and St. Lawrence Electric Railway Company. .
2. To Increase the capital stock of the Ottawa and St. Lawrence Electric Railway Company from one million dollars to five million dollars by the creation of forty thousand additional shares of the par value of \$100.00 each.
3. To authorize the Ottawa and St. Lawrence Electric Railway Company to issue bonds or other securities and to borrow money to the extent of thirty thousand dollars per mile.
4. To extend the time for the commencement and completion of the undertaking of this Company.
5. To validate all Acts heretofore done, by the Provisional Directors and Directors of the Company.

DATED at the City of Ottawa, this third day of January. 1913.

F. IVESON. Secretary..

26/02/1913 *Ottawa Citizen* *North Lanark*

Application to Parliament.

Notice is hereby given that an application will be made to the Legislative Assembly for the Province of Ontario at its next Session for an Act amalgamating the North Lanark Railway Company with the Ottawa and St. Lawrence Electric Railway Company under the name of the Ottawa and St. Lawrence Electric Railway Company and increasing the capital stock of the Ottawa and St. Lawrence Electric Railway Company from one million dollars to five million dollars by the creation of forty thousand additional shares of the par value of \$100 each, and for power to issue bonds and borrow money to the extent of thirty thousand dollars per mile of the said Railway, and to extend the time for the commencement and completion of the said undertaking'.

Dated this 24th day of December, 1912, Johnston, McKay, Dodds and Grant. Traders' .

Bank Building, Toronto. Solicitors for the Applicants..

04/03/1913 *Ottawa Citizen* *North Lanark*

Toronto, March 4. - The railway committee of the legislature hekd its first meeting of the session this morning

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Permission was also granted for the amalgamation of the Ottawa and St. Lawrence Electric Railway Company and the North Lanark Railway under the name or the former company - and for an extension of five years for the construction of the road, which aims to link up many towns in the eastern part of the province with Ottawa by a railroad 272 miles in length. The capital stock of the new company is also increased to five million dollars, the former capitalization of the two companies aggregating \$1,450,000. The committee withheld authorization of the clause granting the right of the company to issue bonds or debentures to the extent of thirty housand [sic] dollars per mile. This will have to be taken up before the Dominion railway board..