

Local Railway Items from Area Papers - Ottawa, Rideau Lakes and Kingston Railway

02/07/1912 *Ottawa Journal*

Ottawa, Rideau Lakes and Kingston

OTTAWA - KINGSTON RAILWAY

Surveyed Line has Been Inspected.

Branch From Smith's Falls to Perth Likely.

Enthusiastic Meeting in Support of Project Held in Perth - Work Likely to be Started in the Spring - Means Much to Ottawa

Last week a party consisting of the general manager of The Ottawa Rideau Lakes and Kingston railway, one of the directors of the road and a representative of the English syndicate that propose the financing of the enterprise, went over the surveyed line from Kingston to Ottawa. This line will bring within easy access a number of important villages and business centres between Ottawa and Smith's Falls, and at the same time give easy access to many of the beauty spots of the Rideau River.

Continuing southward from Smiths Falls, the line will continue in a comparatively straight line to Kingston, here and there touching the chain of lakes at such points as Portland, Morton, Seely's Bay, etc.

These gentlemen also visited Perth and Lanark, the idea being to build a branch from Smith's Falls to Perth, and thence to Lanark, thereby giving a railroad service to this isolated town, and thereby developing the many natural resources such as building stone and marble.

An enthusiastic meeting was held in Perth on the evening of Wednesday of last week, Mayor Hall presiding. The following afternoon at one o'clock a gathering of some thirty or forty citizens of Lanark was presided over by Dr. Scott.

One of the directors, Rev. Mr. Clayton, explained the work that had already been done, the manager, Mr. Upson, detailed what the line proposed to do, while Mr. Clougher explained on behalf of the English capitalists the necessity for immediately completing the survey to Lanark, if this portion of the road is to be considered in conjunction with the Ottawa - Kingston line.

Both meetings heartily endorsed the scheme, and during this week a joint meeting of Lanark and Perth citizens will be held to take some definite action.

It is confidently expected that early in the spring construction work will be commenced. Ottawa naturally is much interested in this enterprise, since it will fill a want that has been long felt.

03/07/1912 *Lanark Era*

Ottawa, Rideau Lakes and Kingston

Railway Matters.

Railway matters were precipitated somewhat suddenly here last Thursday afternoon by the visit of three gentlemen who are engaged in the very meritorious enterprise of linking up a railway that needs money with money that needs a railway. In other words two of these gentlemen represent the Ottawa, Rideau Lakes and Kingston Railway, and the third represents British capital. Dr. Scott who has certain monetary interest in the railway mentioned, was appraised of the coming of these men and he quickly rounded up all the businessmen, with the result that when the appointed hour of one o'clock arrived there was a first-class representation of Lanark's trade and commerce on hand at the town hall to hear what the visitors had to say. Dr. Scott took charge of the meeting and briefly introducing the speakers, called upon Rev. T. D'Arcy Clayton of Perth. This gentleman reviewed the life of the Ottawa, Rideau Lakes and Kingston Railway Co. its aims and objects, all of which he set forth clearly and satisfactorily.

Next came Mr. U.L. Upson, a practical railway man, who has had wide experience and is engaged by the Company to place it on a practical basis. He also stated his part of the case lucidly and well. Last of the visiting speakers was Mr. T. R. Clougher of London, England, representing British capital. This gentleman said he had investigated the proposition as far as a railway from Ottawa to Kingston is concerned and he felt satisfied it would pay. He could recommend the project to his principals, feeling confident they would take it up. It was purely a business proposition. Show the men who bought railway bonds that the railway could earn money to pay interest and retire these bonds at maturity and there was no difficulty in getting the money. He believed the Ottawa and Kingston Railway was such a scheme and his belief was founded on his knowledge of the district and its development. If Lanark and Perth wished to get included in this railway proposition, he would ask them to supply him with a plan of profile, survey, maps and all obtainable data, before July 26th, the date that he sailed for Britain, to lay the matter before his friends. From what he had seen and heard he thought the Lanark-Perth and would pay better than the eastern part of the Ottawa-Kingston line. In submitting the project he would divide it into three sections, A. B. and C., in order of merit, and the Lanark-Perth section would be section B. Mr. Thos. B. Caldwell spoke and in a discussive way took up the probable cost of such a line and the possibilities which it held as a revenue producer. From these figures he gathered that it would be decidedly a good paying line and he would be glad to support it in every possible way. Reeve Forbes, called upon, pointed out the many and varied sources of revenue from which such a line would draw. It was a crying need of Lanark for the last fifty years and he hoped something would be done. This scheme had his hearty co-operation in anything he could do. Reeve Foy of Perth spoke of the monopoly held by other lines. He would like to see it broken. He welcomed competitive railway communication and would do all that he could as an individual to help the company. Messrs. J. Boyd Caldwell, Arch. McDonald and others spoke briefly and the meeting adjourned, after deciding by motion that Lanark, Perth and the Ottawa and Kingston Railway confer at a meeting to be held later on at Perth, and they decide on the steps to be taken. The proposed line is electric, standard gauge [sic], using an eighty pound rail, capable of running the ordinary freight cars of any and all other lines. The total mileage would be 107 miles!;cost complete with equipment, about \$2,000,000.

27/09/1912 *Ottawa Citizen*

Ottawa, Rideau Lakes and Kingston

MOURN HIS LOSS

O., R.L. and K. Railway Directors and Late E. Kidd

Obituary

31/01/1913 *Renfrew Mercury*

Ottawa, Rideau Lakes and Kingston

Funds raised for Lanark's railway. Full account - Lanark Era.

22/05/1913 *Kingston Whig Standard*

Ottawa, Rideau Lakes and Kingston

W. J. Pink, Perth, received a letter a few days ago from Mr. Clougher, the gentleman interested in the Ottawa, Rideau Lakes, and Kingston railway, which is to pass through Perth on its way to Lanark. The contents of the letter are encouraging and Mr. Clougher states that experts are making an inspection of roads where the motive power is gas-electric. The undertaking will be further advanced shortly.

29/05/1913 *Kemptville Weekly Advance* *Ottawa, Rideau Lakes and Kingston* *Kemptville*

Mr. N.G. Clougher, A.C.G.T., F.R.G.S. of Ottawa, President of the proposed Ottawa, Rideau Lakes and Kingston Railway Co., passed through here on Saturday by auto., in company with the engineer. He is quite confident of the early construction of the road,

Branch Line

The Kingston, Ottawa and Rideau Lakes Railway Co., have made an application to the Ontario Legislature for authority to include in its charter a branch line from Lombardy to Lanark. The notice of application appears in another column of this issue.

(Actual date not recorded).