

Orders of General Application - Waltham

Identifier	Date	Notes
PC 1884-2217	12/12/1884	There was approval from parliament for a subsidy to the PPJ for a line from Hull or Aylmer to Pembroke provided the Ottawa River is crossed at some point not east of Lapasse. Considerable amount of work has been completed but work stopped, leaving the claims of sub-contractors unpaid. Authorizes Minister of Transport to inform PPJ that in the event of their affording satisfactory evidence of their ability to complete the work and to settle the claims against them the Government will be prepared to enter into a contract with them for the grant of a subsidy. Attached is: 1 - Specification and description. 2 - Articles of Agreement.
PC 1885-110	24/01/1885	Refers to a contract with the Pontiac Pacific Junction Railway for the construction of their subsidized line between Hull, Aylmer and Pembroke. Provision needs to be made for the payment of certain outstanding indebtedness for labourers wages being for work done on the subsidized section. A section to be inserted in the agreement to read as follows: It is hereby specially agreed that out of the subsidy payable on the first two ten mile sections there shall be retained in the hands of the Government of Canada a sum of \$28,000 to pay for the established liabilities in connection with the construction of this road prior to the passing of the Act granting the subsidy. The Chief Engineer reports that the amount of subsidy on the first two sections out of Aylmer which are now completed will considerably exceed the sum of \$28,000 to be retained. Considering it important that no further delay should occur in the payment of back wages, pending the issue of the certificate for the whole subsidy payable for these two sections the sum of \$28,000 should be drawn on account it being understood that the money will be applied to the payment of the liabilities in question.
PC 1885-112	03/02/1885	Approves the location of first 20 miles of subsidized line.
PC 1885-173	03/02/1885	Government Chief Engineer of Railways reports that the first two ten mile sections of the Pontiac Pacific Junction Ry. starting from Aylmer have been inspected and reported to be complete and in fair running condition and that the amount of subsidy earned is: Section No 1 \$26,500 Section No 2 \$19,600 Of the total of \$46,100 \$28,000 has already been paid leaving a balance payable of \$18,100. Authority is granted accordingly.
PC 1885-1001	13/05/1885	Approves payment of further subsidy of \$2,990 following a report of an inspection of the first 21 miles out from Aylmer.
PC 1885-1560	13/08/1885	Under the terms of the contract with the PPJ dated 22 Dec 1884 the time for completion of the first 27 miles was fixed as 8 September 1885. The company have completed only 21 miles. Time for completing the first 27 miles is extended until 15 December 1885.
PC 1886-70	18/01/1886	Authority is given to the Minister to pay a portion of the Pontiac Pacific Junction subsidy for a further section of line recently inspected between the 21st and 31st miles west from Aylmer. The amount applicable to this section is \$29,570 from which should be deducted \$7,000 to cover the work remaining to be done. The Minister has been informed that an amount of \$4,000 has been retained by the provincial government and recommends that \$4,000 only of the above be retained leaving the balance of \$25,570 now payable to the Company.
PC 1886-69	18/01/1886	Approves the location of a further section of the Pontiac Pacific Junction line from the 20th to the 57th mile west from Aylmer such location as shown on plans and profiles submitted complying with the terms of their contract except at Campbell's Lake where the curve is one of 5 in place of 4 degrees, a curve which the Engineers of the Government consider unavoidable.
PC 1886-621	06/04/1886	Time extension for completion of second section of the PPJ (27 miles) from 1 July to 1 October.
PC 1886-1765	21/09/1886	Report from the Government Chief Engineer of Railways that authority be given for payment to Pontiac Pacific Junction a further portion of the subsidy granted - \$18,990.
PC 1886-2066	05/11/1886	Chief Government Engineer of Railways reports on a further inspection of the Pontiac Pacific Junction. Minister authorized to pay the balance of \$29,190.
PC 1886-2334	30/12/1886	Government Chief Engineer of Railways has reported shewing the results of a further inspection of the Pontiac Pacific Junction Ry. from Aylmer to Pembroke. Minister is authorized to pay the balance of \$12,400.
PC 1887-1203	08/06/1887	Approves plans and profiles of proposed location of the PPJ for a further ten miles between m. 61 and m. 71 of their subsidized line.
PC 1887-1556	19/07/1887	Time extension for completion of Pontiac Pacific Junction Ry. from 1 July 1887 until 1 Jul 1888.

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PC 1887-2234	12/11/1887	<p>Government Chief Engineer reports on a further inspection of the PPJ between Aylmer and m. 61 for which the total subsidy available at the rate of \$3,200 per mile aggregate \$160,190.</p> <p>Of the work remaining to be done at the former inspection valued at \$9,250 there has been executed work to the value of \$6,960 leaving the following to be executed: 1 - widening and clearing to contract width ... \$150.00 2 - replacing timber box culverts at 29 1/4 - 35 1/2 and 39 7/8 miles with masonry or iron pipe ...\$2,410.00.</p> <p>Value of work remaining to be done .. \$2,560.00</p> <p>Total subsidy applicable..\$160,190.00</p> <p>Amount earned...\$157,630.00.</p> <p>Amount previously certified for payment...\$150,670</p> <p>Balance now due...\$6,960.00</p> <p>Minister given authority to pay this amount.</p>
PC 1888-488	12/03/1888	Approves amended plans of the Pontiac Pacific Junction Ry. for the location of their subsidized line between miles 61 and 71, the plans for which have already been approved by Order in Council of 8 June 1887.
PC 1888-717	04/04/1888	<p>On 30 Mar 1888 the Chief Engineer reported on a further inspection of the subsidized portion of line between m. 61 and m. 71 up to which point the location has been approved by Order in Council. Although the inspection was not as complete as it would have been in the absence of snow, the alignments and gradients seem to be in accordance with the contract and that the line is graded and the track laid and surfaced to about 70 3/4 mile. It appeared however that the rock cuttings for a total length of about 1,000 feet are about 20 feet wide in place of 22 feet as called for in the contract.</p> <p>The Minister of Railways and Canals is authorized to pay the company a further subsidy of \$17,198.</p>
PC 1888-183	04/04/1888	<p>The Pontiac Pacific Junction Ry. Subsidy Act of 1884 provided for a grant of money not exceeding \$3,200 per mile not to exceed \$272,000 in total in favour of the PPJ who have executed work covering about 61miles and that the subsidy should be payable in installments on the completion of each section of the railway not less than 2 miles proportionate to the value of the portion so completed in comparison with that of the whole work. In pursuance of this the Government Chief Engineer apportioned the said subsidy between nine sections covering the whole having regard to the extent and cost of each and giving to the eighth section where the heaviest expenditure necessary for the bridging of the Ottawa River is to be incurred the largest share, namely \$60,690 of which \$38,000 is for bridging, the estimated cost of the bridge being \$210,686. Consequently the remaining sections receive an amount less than \$3,200 per mile except in the case of section 7. The Minister is unable to recommend payment of the \$3,200 per mile but with a view to assisting the company in this heavy part of their undertaking he requests authority to pay over to them as the work of the bridge construction proceeds without waiting for the completion of a further ten mile section such portions of the subsidy set apart for the bridging work. as from time to time the report of the Government Chief Engineer may show them to have earned, the proportion to be as \$38,000 is to \$210,000. This is approved.</p>
PC 1894-2734	08/09/1894	<p>On 1 Aug 1894 the Chief Engineer reported that the sections of road between Aylmer and the 60th mile are well and substantially built according to contract except at miles 25 3/4, 35 1/2 and 35 7/8 where cedar box culverts are constructed instead of iron pipes or masonry culverts.</p> <p>The cedar box culverts referred to, thought not of the kind called for in the specification, are strong well built structures such as will last for many years.</p> <p>Council agrees to amend the specification so as to admit of cedar culverts at the points above named and authorizes payment of further subsidy of \$2,558.</p>
PC 1894-2735	08/09/1894	An inspection was made of a portion of the road between the 60th mile and the 70th mile (from Aylmer?) found that the road was well and substantially built according to the contract. The total subsidy applicable is \$37,100 of which \$20,908 has been paid leaving a balance of \$16,192 earned on this section.
PCRC	09/11/1898	Approves plan of location of PPJ from a point on line 2 miles west of the terminus in Aylmer to a point in the City of Hull
PC 1899-1714	28/07/1899	Authorizes Minister to enter into a contract with the Pontiac Pacific Junction Ry. for the construction of 7.5 miles of line from Hull to Aylmer. Subsidy will be \$3,200 per mile if the cost be not more on the average than \$15,000 per mile and a further subsidy of 50% on so much of the average cost as in excess of \$15,000 per mile, such subsidy not exceeding \$6,400 per mile.
PC 1899-1826	16/08/1899	Approves plans and profiles of the subsidized Pontiac Pacific Junction line from Aylmer to Hull.

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PC 1899-1925	19/08/1899	Approves contract with the Pontiac Pacific Junction Ry. for 85 miles from Aylmer to Pembroke, also for bridging the Ottawa River the balance of the remaining unpaid subsidy.
PC 1900-2479	02/11/1900	Time extension for completion of Pontiac Pacific Junction line from Hull to Aylmer from 30 November 1900 until 1 August 1901.
PC 1900-2480	02/11/1900	Time extension for completion of Pontiac Pacific Junction line from Aylmer to Pembroke from 1 Aug 1900 to 1 Aug 1901.
PCRC	06/11/1901	<p>Pontiac Pacific Junction Ry. application for approval of a change in location of its line between m. 5 and m. 8.5.</p> <p>The Committee doth approve of the change of location of the said line of railway, all as herein described and shown on the said plan, profile and book of reference; this approval being subject to the fulfillment of the provisions of the Indenture of Lease from the Hull Electric Company to the Applicant dated 3 July 1901, in so far as they are not inconsistent with the Railway Act and shall only remain in force during the continuance of said lease or during the continuance of such agreement, if any, as may be substituted by the Applicant and the Hull Electric Company for said lease; and directs that this order shall not in any way impair or affect the rights and obligations of the Applicant or the Hull Electric Company towards each other, as the same are established by lease, or as the same may be established hereafter by any agreement that may be substituted by the Applicant and the Hull Electric Company for the said lease, and nothing in this order shall be construed as giving or attempting to give the Applicant the right to retain possession of, or use, the properties of the Hull Electric Company, or any part thereof, for a longer period than that specified in said lease or for a longer period than may be specified in any agreement specified by the Applicant and the Hull Electric Company for the same, or shall it be construed as authorizing or attempting to authorize the Applicant to retain possession of, or use, the properties of the Hull Electric Company or any part thereof, upon other conditions or for other consideration than those specified in said lease, or such agreement as may be so substituted for the same, and orders accordingly.</p>
PC 1902-1403	22/09/1902	Approves amalgamation of Ottawa, Northern & Western Ry. and Pontiac Pacific Junction Ry. under the name of Ottawa Northern & Western Ry.
PC 1902-1767	05/12/1902	<p>Chapter 7 of 1899 voted a subsidy for a railway from Aylmer to Hull, not exceeding 9 miles in lieu of subsidy voted by Chapter 4 of 1897. Company was offered a contract under the subsidy in 1897 for 7.5 miles. They shewed an independent line through the City of Hull to a point where junction with the approach to the Interprovincial Bridge could be made. The road has actually been built up to a point in Hull station 360+ where junction can be made with the Hull Electric Railway and further east with the CPR both lines were and have continued to be used by the PPJ east of station 360+, the approved location east of station 360+ being abandoned. The road from Aylmer up to station 360+ was inspected and opened for traffic in December 1901.</p> <p>The Company has now built a section of railway on a new, unapproved location, starting from a point on the CPR east of that Company's station in Hull and connecting with the approach to the Interprovincial Bridge. The distance from Aylmer to station 360+ is 6.80 miles. The isolated portion near the bridge is 1.26 miles, the balance of the total distance 8.71 miles between the bridge approach in Hull and Aylmer is made up of the aforesaid portions of the CPR and the Hull Electric Railway.</p> <p>Reference was made to running a steam railway parallel to an electric road and suggestions that it was not desirable nor safe that steam traffic should be taken over an electric road. The approved plans contemplated the building of an entirely new line reaching the projected objective point in Hull without the use of the tracks of any other railway. These plans have, however, been abandoned so far as they relate to the passage of the railway through Hull.</p> <p>It is questionable whether, until the Company has built an independent line connecting the section constructed near the bridge approach with the section from Aylmer to station 360+, they can be regarded as having complied with the conditions either of the Act of 1899 or of the Subsidy Act of that year.</p> <p>The Minister is authorized to enter into a subsidy contract for the section between Aylmer and Hull, station 360+, (6.80 miles) and approval is also given to the location of this section.</p>
PC 1903-467	31/03/1903	<p>Amends contract Aylmer to Hull by replacing clause 6 as follows:</p> <p>6. The Company shall run and operate over the said line of railway such trains as shall from time to time be sufficient to fully accommodate the traffic offered for transportation over said line or any part thereof or as may hereafter from time to time be determined by the Governor in Council.</p>
PC 1903-1837	05/11/1903	On 21 October the Chief Engineer reported the results of an inspection of the ON&W between Aylmer and Hull. The road has been completed according to contract from Aylmer towards Hull 6.78 miles from which point the road runs over the Hull Electric Railway Company to the Hull station of the CPR, 1.38 miles together with a further distance from the CPR to the approach to the Interprovincial Bridge, 0.84, total 9 miles. The Chief Engineer expresses the view that subsidy can only be paid on the 6.78 miles and the Minister is authorized to pay \$21,696.
PC 1907-644	27/03/1907	<p>Ottawa, Northern & Western Ry. contract Aylmer to Hull. This road has been already built but subsidy has not been paid in full and it is necessary that a new contract be entered into for the subsidy now in question.</p> <p>The company shall run and operate over the said line of railway such trains as shall, from time to time, be sufficient to fully accommodate the traffic offered over the said line or any part thereof, or as may hereafter, from time to time, be determined by the Governor in Council to be sufficient for that purpose.</p> <p>Approves the location for subsidy purposes in place of that already approved.</p>
PC 1907-1012	06/05/1907	Order in Council of 27 Mar 1907 required the use of Canadian manufactured steel rails to be used in the line from Aylmer to a point at or near the approach to the Interprovincial Bridge. This line was built several years ago with American steel rails and is actually laid to a higher standard than if it had been built with Canadian rails of 56 lbs. per yard. The order in council of 27 Mar 1907 is therefore modified so that the rails already laid may be accepted for subsidy purposes.

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PC 1907-1509	10/07/1907	Ottawa, Northern & Western Ry. subsidy from Aylmer to a point of junction with the Interprovincial Bridge approach (except that portion thereof beginning at a point of junction with the Hull Electric Ry. and terminating at a point on the main line of the Canadian Pacific Ry. at the east end of its Hull Station yard). Aylmer to point of junction with the Hull Electric Ry. - 6.78 miles Canadian Pacific Ry. station to the point of junction with the approach to the Interprovincial Bridge - 0.84 miles Total 7.62 miles. This is the ordinary subsidy only as the amount of "additional subsidy" earned, if any, is not yet determined. Minister is authorized to pay the balance of the subsidy of \$2,688.
10944	18/06/1910	CPR authorized to divert the highway from the north side to the south side of the Waltham branch in lot 28, range 9, twp. of Clarendon provided that the CPR makes the road on the south side of its track as good as the road on the north side is at present. Verify location.
Judgement	31/12/1915	Application by Municipal Council of Pontiac for an order requiring the CPR to pay for a highway crossing where the railway crosses the Bristol - Clarendon Town Line is rejected on the grounds that the Municipality is junior.
60385	26/02/1941	Authorizing Department of Roads for Quebec to construct a highway crossing of the CPR siding to Lucerne, Que. and to close existing crossing within the limits of the railway right of way. Verify location.
98749	07/08/1959	CPR authorized to discontinue the passenger service between Ottawa and Waltham provided that 30 days notice be given.
R-6271	23/07/1969	Implementation of CPR Ottawa Customer Service Centre. Removes station agents at: Petawawa, Cobden, Haleys, Braeside, Arnprior, Almonte, Waltham, Fort Coulonge, Mountain, Winchester, Stittsville, Gracefield, Wakefield, Osgood, Kemptville, Prescott, Eganville, Bedell, Cornwall, Finch, Pembroke, Renfrew, Carleton Place, Smiths Falls, Quyon, Maniwaki, Campbells Bay, Shawville, Chesterville.
R-34924	02/03/1983	CPR authorized to abandon the Waltham sub. from m. 34.0, Wyman, to m. 77.5, Waltham.
1991-R-105	27/02/1991	CPR authorized to abandon the Waltham sub. from m. 1.0, Wamo to m. 34.0, Wyman including the Hilton Mines Spur, effective March 29, 1991.
PC 1991-2543	16/12/1991	Authority for the NATIONAL CAPITAL COMMISSION to acquire an abandoned railway right-of-way from CANADIAN PACIFIC LIMITED which consists of a strip of land containing an area of some 9.95 hectares running between Boudria Street, Hull, Quebec, to Vanier Road, Aylmer, Quebec, for the purposes of the VOYAGEUR PARKWAY.
1992-R-446	23/12/1992	CPR authorized to abandon the Waltham sub., now known as the Wamo Spur, from, m. 0.0 to m. 1.0 effective January 22, 1993.