
Ottawa Connecting line

From Canadian Railway and Marine World/Canadian Transportation - showing date and page number

01-Sep-1899 Page 267

The CPR (Ottawa Short Line) is purchasing right of way for a line of 6 miles, which it is proposed to build to facilitate the handling of freight between the Co.'s Sussex Street Station, Ottawa and the Union Station there. The new line will leave the Prescott line some distance east of the white bridge over the Rideau River, running away from the river till it reaches the company's Montreal and Ottawa Short Line near the junction of that road with the Ottawa and New York Ry. The remainder of the distance will be covered as at present and will shorten the freight route about 8 miles as against the present haul by way of Chaudiere Junction. No bridges will be required. It is not certain that the line will be built this year.

01-Nov-1899 Page 324

Ottawa Short Line. The Co. is said to have secured options on all properties necessary for the building of its line of some 6 miles between the Co.'s station at the Chaudiere and the roundhouse at Hurdman's Bridge, Ottawa. It is said the cost of the property will be about \$60,000. The proposed line will shorten the route between the two points about 8 miles as against the present haul by way of Chaudiere Junction. (Sep pg. 267).

01-Dec-1899 Page 348

The Co. is evidently in earnest in regard to the proposal to secure a direct connection between its main transcontinental line at Ottawa and the Montreal - Ottawa short line. It is proposed to improve the grades between Carleton Junction and Ottawa, the object being to handle the large increase in traffic from the Northwest passing through Ottawa to Montreal by the M & O line. By forming a connection the already over-burdened line between Smiths Falls and Vaudreuil will be relieved. Practically the whole of the right of way from the Co.'s Sussex Street station to the Ottawa Central station has been secured. CPR officials were induced to acquire this independent right of way through the failure of negotiations with the Canada Atlantic for the use of that Co.'s line between the Central Station and the CPR track, near Mechanicsville. At all events, options were secured upon property lying between the Montreal and Ottawa right of way near the Rideau and the canal, opposite the mouth of Patterson's Creek, along the north side of the creek to Bank St., thence westward to Concession, Bell and Preston Streets near the point of the CAR crossing of the CPR's Prescott line. Then, these options maturing, the CPR people decided to purchase rather than forfeit the amounts of the options. The CPR is now in a position to construct the link without expropriation. The right of way secured would carry the CPR track across the city about 100 yards south of the CA line necessitating a second crossing of Bank Street. This the City Council wants to avoid and the members are trying to get the two companies to agree to a joint use of the CA tracks as above mentioned, or else to get the CPR to build immediately alongside the CA. Manager Tait says the CPR offered to pay the CA one-half the interest on the original cost of the line and a wheelage percentage on the cost of maintenance. (Nov. pg. 324).

01-Feb-1900 Page 39

No decision has yet been arrived at as to the route which this line will take in crossing the City of Ottawa so as to connect the CPR's present Union Station near the Chaudiere Falls with the central station near the canal basin and Russell House. The Co. recently acquired a right of way across the city about 100 yards south of the Canada Atlantic track, but this location has been objected to very strongly by the city authorities, on the ground that it would necessitate a second level crossing at Bank Street and the Co. is being urged to use the Isabella Street route which would locate its tracks alongside the Canada Atlantic. Surveys of the latter route have been made, which show that it would cost much more than the route originally selected by the Co. (Dec '99 pg. 348).

01-Mar-1900 Page 71

The route to be taken across the city to connect the Co.'s present Union station near Chaudiere Falls with the Central station near the canal basin and the Russell House is still undecided. The surveys have been completed and it is said that the latest proposal of the Co. is to use the Isabella Street route which would place its tracks alongside the Canada Atlantic. (Feb. pg. 39.)

01-Apr-1900 Page 110

There is no truth in a report which has appeared widely in the daily press to the effect that the Co. is about to tunnel under Nepean Point to secure a western entrance to the Central station. (Mar. pg. 71.)

01-Jun-1900 Page 173

It is said that in consequence of the heavy loss sustained by the Co. in the recent Hull-Ottawa fire it is not likely that the project to build a line across the city to connect the Co.'s present union station, near Chaudiere Falls, with the central station near the canal basin, will be gone on with this year. (April, pg. 110.)

01-Aug-1900 Page 232

Although nothing definite is being done about the construction of the proposed line across the city to connect the Co.'s union station, near the Chaudiere Falls, with the central station near the canal basin, it is said the matter is not being lost sight of, and that negotiations are going on with a view to acquiring land on the south side of Wellington Street and along Division Street. For part of the way the line will run parallel with the Canada Atlantic tracks. It will be probable that a subway or an overhead crossing will be put in at Bank Street. (June, pg. 173.)

01-Nov-1900

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Nothing is likely to be done this year about the construction of the proposed line to connect the Co.'s union station near the Chaudiere Falls with the central station near the canal basin, but it is said to be probable that construction will be gone on with next year. It is said options on property that are necessary have been secured. (Aug. pg. 232.).

01-Apr-1902

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Press reports state that a line will be constructed across Ottawa during the summer connecting the main transcontinental line with the short line at Deep Cut, so that trains can be run over the short line to Montreal. Options on the property required have been secured. Another report says the Co. is negotiating for the purchase of the Ottawa, Northern & Western Ry. which would enable it to connect via the Interprovincial bridge.

An unconfirmed report says that land has been purchased on Mackenzie Avenue, on which the Co. will erect a hotel and station similar to Place Viger in Montreal.