

Local Railway Items from Ottawa Papers - Montreal and Ottawa sub.

19/08/1871 The Times, Ottawa Montreal and Ottawa

The survey for the Montreal and City of Ottawa Junction railway is now completed. The line leaves the GTR at the River Rouge passing through Alexandria, Athol and crossing the Nation River about 2½ miles north of Duncanville; thence in an air line to Ottawa and forming a junction with the Canada Central in the centre of the city.
More.

11/10/1871 Ottawa Citizen Montreal and Ottawa

The plans and profiles of the Montreal and Ottawa City Junction Railway will be on public exhibition tomorrow (Thursday) between the hours of ten o'clock a.m. and two o'clock p.m. The citizens are respectfully invited to call and examine them.
A meeting of the City Council will take place at two o'clock of the same day when the plans will be examined and explanations received from the President of the Company, D.A. MacDonald, Esq. M.P.
More.

13/10/1871 The Times, Ottawa Montreal and Ottawa

Report of a special meeting of City Council on Montreal and City of Ottawa Junction railway plans.

23/11/1871 Ottawa Citizen Montreal and Ottawa

Editorial on Montreal and Ottawa Railway.

13/01/1872 Ottawa Citizen Montreal and Ottawa Lancaster

The first meeting of the Montreal and Ottawa Junction Railway Company was held at Lancaster on 10th inst., when Mr. D.A. MacDonald M.P. was elected President and Mr. E. McGillivray of this city Vice President. The company intend to push their work without unnecessary delay and tenders will be advertised for at once so that contracts for construction can be entered into by the 6th February next. More - good to see it etc.

13/02/1888 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge

The engineer engaged in preparing the profile for the proposed interprovincial bridge was at work on the Ottawa river today.

04/04/1888 Ottawa Journal Montreal and Ottawa

While the Lower Town people are figuring on getting a bridge across the Ottawa at Rockcliffe which they naturally conclude would, commercially speaking, give a great impetus to that part of the city, a surprise is in store for them, which, as a means of bringing in trade will throw the bridge scheme far back. The surprise is that it has been decided that the Prescott and Vaudreuil Railway from Vaudreuil to Ottawa is to commence almost at once. The road is to traverse the counties of Prescott and Russell.
The route of the road has been laid out and by this survey it will make the distance between Ottawa and Montreal at least sixteen miles shorter than by any of the present routes.

A company has been formed for the prosecution of the work and a charter granted. The Dominion Government has subsidized the road from Vaudreuil to Hawkesbury, a distance of 30 miles, with \$3,200 a mile. The Quebec Government give the road for thirty miles for 10,000 acres per mile, and the Ontario Government are also expected to come down handsomely. It is expected that the counties interested, Prescott and Russell, will project their assistance in the form of a bonus.

The road will connect with the Grand Trunk at Vaudreuil and will tap Hawkesbury, Vankleek Hill and several other large centres of population. Where in Lower Town the road will come in has not yet been determined, but it is not unlikely to run to run into the city near the St. Lawrence and Ottawa station.

It is understood that the right of way for the new road has been secured and that building will begin from Vaudreuil as soon as the weather permits. The country to be traversed is described as very easy for construction, very little bridging required. There is no question that should this road be pushed through it will give the lower portion of the city an impetus of a big size, bringing, as it would, trade from two large counties as well as Montreal and other points.

05/04/1888 Ottawa Citizen Montreal and Ottawa Vaudreuil

The Prescott, Ottawa and Vaudreuil Railway intend commencing work at Vaudreuil as soon as the snow has disappeared.

06/04/1888 Ottawa Journal Montreal and Ottawa

Report of the election of directors of the Vaudreuil and Prescott Railway. Messrs. Beemer and Montgenais likely to get the contract for the first thirty miles. --

19/01/1889 Ottawa Free Press Montreal and Ottawa

The Grand Trunk Railway have decided to back the Ottawa and Vaudreuil company in the construction of a railway from this city to Vaudreuil on the Grand Trunk. More.

23/01/1889 Ottawa Citizen Montreal and Ottawa

L'Orignal 22nd. The meeting held in L'Orignal in promotion of the Vaudreuil and Ottawa railway was an immense success. People turned out by hundreds from Prescott and Russell.--The following resolution was passed amid great enthusiasm. Moved by Wm. Rodden, seconded by Mr. Touthier, ex-M.P. "That in the opinion of this meeting, it is important to take immediate action to secure the construction of the railway from Vaudreuil to Ottawa, and the citizens and representative men here pledge themselves to interest themselves in every possible way in their respective localities to obtain substantial assistance and further the project." --

23/01/1889 Ottawa Free Press Montreal and Ottawa L'Orignal

Account of a meeting held at L'Orignal. More

28/01/1889 Ottawa Citizen Montreal and Ottawa

It is proposed to carry the Ottawa and Vaudreuil Railroad through East and West Hawkesbury, Longueuil, Caledonia, Alfred, North Plantagenet, Clarence and Cumberland. A bonus of \$50,000 will be asked from the townships, and it is suggested that the people of Ottawa should help.

07/02/1889 Ottawa Journal Montreal and Ottawa Plantagenet

Railway ties are being got out at Plantagenet for the new Ottawa and Vaudreuil Railway line, work on which will start in the spring.

01/03/1889 *Ottawa Journal* *Montreal and Ottawa*

Details of bonuses voted by municipalities to the Vaudreuil and Ottawa railway.

02/03/1889 *Ottawa Citizen* *Montreal and Ottawa*

At a meeting of the ratepayers of Vankleek Hill, held on Tuesday, it was resolved that a by law be submitted to the people granting \$10,000 as a subsidy to the proposed Vaudreuil and Ottawa Railway. The municipality will also, if the by law is passed, give the right of way through the territory and exempt the property of the company from taxation for ten years. The total sum of bonuses voted, as well as promised, is \$78,000, divided up among ten municipalities.

12/07/1889 *Ottawa Journal* *Montreal and Ottawa*

The first sod.

Ottawa and Vaudreuil soon to be linked.

The first sod of the Vaudreuil and Ottawa Railway will be turned next week, and the work will be pushed forward straight ahead as fast as circumstances will permit. The ceremony will take place at Rigaud on Wednesday afternoon next 17th inst. by Madame Montgenais, wife of the president of the road and Mrs. Hugh McMillan wife of the member for Vaudreuil will have a silver spade specially prepared.

There will be fifty teams and a hundred men in readiness and as soon as the sod is cut they will commence the real work of the construction of the line.

REJOICING - more

THE LINE

..there will be depots at Grande Montagne, Rigaud, St. Eugene, East Hawkesbury, Vankleek Hill, Caledonia Springs, Plantagenet, Alfredtown, Clarence, Gloucester and Ottawa. The Ottawa depot will supply a passenger and freight depot to the Lower Town section of the city.

More - Foster and Charlebois are the contractors.

More.

17/07/1889 *Ottawa Citizen* *Montreal and Ottawa*

Turning of the first sod.

Rigaud 16th. The first sod of the Vaudreuil and Prescott Railway will be turned tomorrow. -- great excitement etc.--

01/08/1889 *Ottawa Free Press* *Montreal and Ottawa*

The large number of 40,000 railroad ties has been taken out for use next winter on the South Nation River, near Casselman, by Mr. J.D. Quesnel, of that place. He intends shipping these, along with a quantity of round timber, to various points on the Vaudreuil and Prescott railroad, at present being constructed.

02/09/1889 *Ottawa Journal* *Montreal and Ottawa* *Vankleek Hill*

Vankleek Hill. The people living along the Ottawa river are very much excited over the construction of the Vaudreuil and County Prescott Railway and where it will be located. They are offering great inducements to try and influence the company to build the road along the river but they will have all their trouble and expense for nothing, as the road has already been located to Vankleek Hill via St. Eugene. The contractors have given their word of honour to the electors of West Hawkesbury, that they would not under any consideration, construct the road along the river as it would be almost five miles longer and that location would be much more difficult to construct so that the cost of building the extra five miles with the additional expense of constructing a road over a hilly, uneven, wet country, than over a level country, would counterbalance any inducements they could offer over the ten thousand offered by West Hawkesbury and the four thousand offered by East Hawkesbury to the country. Besides, the located road to Vankleek Hill passes through the finest country in the Ottawa valley, and any company which would ignore the large amount of traffic they would obtain from this section of country, would be blind in their own interests. There is no doubt but the road will be built to this place in a very short time and the best thing the Hawkesbury people can do is to try and induce the company to build a branch from here to than place.

11/11/1889 *Ottawa Citizen* *Montreal and Ottawa*

Judge Foster, General Manager of the Vaudreuil and Ottawa Railway Company, who was in town a day or two ago, says that he expects trains over this road will be running into Ottawa by November 1st, 1890. Thirty miles of the line have been graded, and the iron is on twenty miles. By this line the distance between Ottawa and Montreal is 106 miles, being shorter by 10 miles than the C.A.R. and 14 miles by the C.P.R. It is understood that the Vaudreuil and Ottawa Company would be willing to assist in the building of the Rockcliffe bridge, as by that means they would be able to gain an outlet from the city and make connections with the Pontiac Pacific Railway.

Application has been made on behalf of the Vaudreuil and Ottawa road for permission to cross the Canadian Pacific Railway on the level at Vaudreuil. This will come before the Railway Committee of the Privy Council on Tuesday the 19th Inst.

22/11/1889 *Ottawa Citizen* *Montreal and Ottawa*

Judge Foster, who was in town a few days ago, says that sixteen miles of the Vaudreuil and Ottawa Railway are now in operation. The terminus is not as yet as definitely settled, but it is understood the line will cross the river at the Rifle Range and get a station as near the centre of the city as possible. Nothing, however, has been settled.

12/12/1889 *Ottawa Free Press* *Montreal and Ottawa*

Mr. Charlebois, the contractor for the Vaudreuil and Prescott railway stated this morning that work would be commenced on the Ottawa end of the work next spring. The contract for grading from here to Clarence will be let first and operations will commence as soon as the frost is out of the ground.

Mr. Charlebois says that the laying of the rails from Vaudreuil is proceeding at the rate of a mile a day. About seven miles are now laid and Rigaud will be reached by the first of January. The first train from Rigaud to vaudreuil is expected to run about the middle of next month.

20/12/1889 *Ottawa Free Press* *Montreal and Ottawa*

The question of a union depot for Ottawa is rapidly coming to the front. It is said on good authority that the Vaudreuil and Prescott railway will have a station on Besserer street between Nicholas and Mosgrove. Mr. J. Shanly, the engineer for the company, has been here for some days examining the entrance and finds no difficulty in the way. The line. Line will probably cross the Rideau river between the Canada Atlantic and the rifle range and run across the head of Deep Cut on the canal. Thence north along the east bank of the canal running under Maria street bridge, and east to Dey's boathouse. There it will make a slight curve, cutting off a portion of the Canadian Granite company's buildings and terminate on the south side of Besserer street, on the present site of the brick tenement row? The station would thus have entrances from both Nicholas and Mosgrove streets and be centrally locates. Messrs. Charlebois, Foster and McMillan, directors of the road, examined the proposed route this morning and, it is understood, approve of it.

The Canada Atlantic has given notice of its intention to build a branch along this same route. A high legal authority, asked his opinion as to which road had the better claim, in case of opposition, said that the Canada Atlantic had already entered the city, which its charter gave it permission to do and was now asking for an additional privilege. The Vaudreuil and Prescott has the privilege of entering the city where it pleased and should be granted the fulfillment of this privilege.

28/12/1889 *Ottawa Citizen* *Montreal and Ottawa*

At a meeting of the directors of the Vaudreuil and Prescott Railway Company, the plans of the proposed entrance between the Canal and Nicholas street to Besserer were approved. It is proposed that the station will be on Besserer street. Should this be established, it is thought that at no distant day a grand central depot will be established on Rideau street in the vicinity of Mosgrove.

02/01/1890 *The Equity, Shawville* *Montreal and Ottawa*

At a special meeting here today of the directors of the Vaudreuil and Prescott railway, it was resolved to deposit plans with the government tomorrow for the approaches of the road into Ottawa; also to give notice of application to parliament for the expropriation of lands to enter the city over the Rideau river and down the banks of the Rideau canal to within fifty yards of Rideau street. The depot would thus be close to the militia stores, Sparks street bridge, in the very heart of the city and only a block or two from the Russell house and the Parliamentary buildings. This is the very route for which the Canada Atlantic has given notice by extension of its main road and transfer of its terminus to the same vicinity.

28/02/1890 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

In order to give time to effect a union of all the interests concerned in the construction of a railway and passenger bridge over the Ottawa river, the reporting of the bill was postponed when it came up before the Railway Committee of the House yesterday. This was agreed to at the joint request of Mr. Booth, on behalf of the Canada Atlantic, and Mr. H.J. Beemer for the Gatineau Valley and Pontiac Pacific roads. The two latter are the only ones not yet incorporated with the scheme, but by the time the committee meets again it is expected all arrangements will have been perfected for the union of these two important railway interests with those already identified with the scheme.

04/03/1890 *Ottawa Journal* *Montreal and Ottawa* *Interprovincial Bridge*

Ottawa council - railway bridge should not be a monopoly.

18/03/1890 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Bridge bill passes Senate. More.

19/03/1890 *Ottawa Journal* *Montreal and Ottawa* *Rigaud*

The first section of the Vaudreuil and Ottawa from Vaudreuil to Rigaud will be inspected tomorrow by Mr. Ridout, government engineer. Mr. Ridout will be accompanied by Judge Foster and Messrs. McMillan, Labrosse and Bain, M.P.'s.

30/07/1890 *Ottawa Free Press* *Montreal and Ottawa*

When Mr. Mercer, premier of Quebec, was in Rigaud, on Friday, a deputation of laborers, formerly employed on the Ottawa and Vaudreuil railway, waited on him and asked that the provincial government take steps to obtain for them payment of wages which they had earned from some sub-contractors which were not yet paid. Mr. Mercer promised to do what he could for the men. Mr. Charlebois, the main contractor for the road, was seen at the Russell here today with reference to the complaint of the laborers. He said, "The men will be paid in full, and it will not be necessary for the government to interfere or retain any of the subsidy due to the company. I have usually taken care in dealing with sub-contractors that the laborers employed by them receive their wages. When it became apparent to me that Herbert and Doran, the sub-contractors, were getting behind in their work and not paying their men I took the contract out of their hands and will finish it. When it is completed there will be enough due from the company to the sub-contractors to pay off the laborers. The contract will be finished by the first of September, and then the laborers will be paid in full.

08/08/1890 *Ottawa Free Press* *Montreal and Ottawa*

Mr. S.W. Foster, the chief promoter of the new railway from Ottawa to Vaudreuil, was in the city yesterday and had an interview with Sir Hector Lange in, minister of public works, speaking of the progress upon the railway, Mr. Foster stated that the twenty mile section from Vaudreuil to Rigaud is now completed and ready for government inspection. Next Friday several excursion trains will be run over the road carrying pilgrims from Montreal to the new shrine of Lourdes erected on the mountain to the west of Rigaud Village, which is to be formally dedicated on that day by the Archbishop of Montreal. The road has been ballasted, station buildings erected, and on the 30th of this month it will be opened for traffic and through trains will then be run from Rigaud to Montreal.

"Will the road be pushed forward to Ottawa this year?" Mr. Foster was asked.

"Yes," he answered, "we will push the road on as fast as possible through Hawkesbury or Vankleek Hill and expect to reach Caledonia Springs in a few weeks."

"What about the rumor that your company intend to branch off from Caledonia Springs and make connection with the Canada Atlantic instead of coming into Ottawa by a new line?"

"That is a question that has not been considered at all. But if the company obtain sufficient encouragement to induce them to built an independent and straight line from Caledonia Springs to Ottawa, no doubt they will do so, in preference to connecting with any other road."

12/12/1890 *Ottawa Free Press* *Montreal and Ottawa* *Vankleek Hill*

The survey along the route of the Montreal and Ottawa railway is progressing rapidly. A trial line was run through the village of Vankleek Hill last week and now engineering staff are engaged in surveying another line in order to bring the road into the centre of the village. It is expected that the station will be erected on the property of Mrs. Butterfield.

23/01/1891 *Ottawa Journal* *Montreal and Ottawa*

The Vaudreuil and Ottawa Railway.

Mr. A. Charlebois, the well known contractor, is at the Russell. Speaking to the Journal of the Vaudreuil and Ottawa road he said they expect to have the track laid to Ottawa by next fall. The survey is completed as far as Plantagenet, and would be finished to Ottawa in the course of two or three weeks. They are now building piers over the River la Grace, between Point Fortune and Rigaud, so as to be ready to lay the rails in the spring. As to the entry into the city, Mr. Charlebois could not say anything at present. He thought arrangements would shortly be completed with the Grand trunk for passenger traffic over their line into Montreal from Rigaud.

25/03/1891 *Ottawa Journal* *Montreal and Ottawa*

A Montreal despatch says: Judge Foster of Knowlton and Messrs. A. Charlebois and J.J. McDonald, well known contractors, left town this afternoon via Vermont Central for New York where the three gentlemen just named will take the White Star liner on Wednesday for Liverpool. These gentlemen will probably be absent for six weeks and will no doubt be engaged in several financial schemes of the greatest moment to Canada's railway interest. The Montreal and Ottawa line of which Mr. Charlebois is the contractor is now located as far as Cumberland, but 15 miles from the capital and no doubt as soon as the above named gentlemen return the entire distance from Rigaud to the Rideau will be covered with men. In fact the energetic promoters have promised all along that the locomotive would run over the Montreal and Ottawa from end to end before the close of the present year, and it now appears that such is to be the case. Judge Foster and Mr. Charlebois, while absent will make a large purchase of rail in Belgium.

28/07/1891 *Ottawa Free Press* *Montreal and Ottawa*

A party of forty-five men left the C.A.R. depot this morning under charge of railroad foreman Louis Leamy, to work on the Montreal and Vaudreuil railroad. Andrew Leamy left with another gang at noon today for the same place.

21/12/1891 *Ottawa Free Press* *Montreal and Ottawa*

The Canadian Pacific company commenced running the first regular passenger train over the Montreal & Ottawa railroad this morning. The new line at present extends from Montreal to Rigaud.

15/01/1892 *Ottawa Journal*

Montreal and Ottawa

A director of the Vaudreuil and Ottawa railroad states that work on the road will be pushed from Rigaud to Ottawa the first thing in the spring, and it is expected will be completed and trains running by the fall.

It is also stated that if the C.P.R., who now control the Vaudreuil road, cannot obtain from the government the exclusive right to enter the city via the canal bank as asked for, they propose to run the road to the Union depot at the Chaudiere. This they could do by running a little south of the city and connecting with the C.P.R. Prescott track. Once in the city they would be in a better position to make arrangements with other companies for entrance via the canal bank should the government decline to grant exclusive privileges.

Mayor Durocher, being seen, said that he had not heard that the C.P.R. were pressing claims for the canal bank route, but if they did, he would certainly urge the city council to renew their protests to the government against any company being allowed entrance by that route exclusively or on any terms more favorable than any other road.

21/04/1892 *Ottawa Journal*

Montreal and Ottawa

Interprovincial Bridge

Breaking ground.

At 4 p.m. on the Ottawa side mayor McDougall with a spade and wheelbarrow. On St. Patrick street near the ferry landing.

In Hull mayor Champagne performed a similar ceremony.

Ground was broken because the charter calls for work being commenced during this month but the company have three years to build the bridge.

Repeated in the Shawville Equity, 26 April, but said it occurred on 19 April.

21/04/1892 *Ottawa Journal*

Montreal and Ottawa

J.R. Charlebois, contractor for the Ottawa and Montreal railway is in the city.

"We are moving along well with the building of the road but we are making no effort to unduly rush things. What we are desirous of having, and what will we have once it is completed, is a first class road between Montreal and the capital."

"By the first of July, of this year we expect to be able to reach Caledonia Springs by train."

Already running between Rigaud and Montreal-- will be operated by C.P.R.

19/11/1892 *Ottawa Journal*

Montreal and Ottawa

Mr. Charlebois, contractor, is now putting the finishing touches to the road as far as Point Fortune. Once this is completed he will cease the work of construction for the winter. During the winter months he will be engaged in expropriating the land for the right of way as far as Caledonia Springs.

24/04/1893 *Ottawa Citizen*

Montreal and Ottawa

It is rumoured around Vankleek Hill that a large gang of men will shortly commence work on the Montreal and Ottawa Railway to complete it to Caledonia Springs by the 1st of July.

08/05/1893 *Ottawa Citizen*

Montreal and Ottawa

It was learned yesterday from a reliable source that the directors of the C.P.R. would, this week, take into consideration the question of the construction of the Vaudreuil and Ottawa branch from Point Fortune to Caledonia Springs and thence to Ottawa. It is said the authorities of this road are anxious to get this branch built, as their run from Montreal to Ottawa would be nineteen miles shorter than by their present North Shore route, and it would ensure more satisfactory connections with the western trains.--

13/05/1893 *Ottawa Journal*

Montreal and Ottawa

Interprovincial Bridge

P.P.& J. Railway to build Nepean Point bridge.

More.

P.P.& J will amalgamate with the Gatineau Valley Railway. More.

P.P.& J. has a bridge charter and will either purchase the C.P.R branch between Ottawa (sic) and Aylmer or build an independent line of its own.

13/06/1893 *Ottawa Journal*

Montreal and Ottawa

In Prescott county there is strong expectation that work on the Montreal and Ottawa railway, now under control of the C.P.R., will be commenced almost immediately.

It seems only two weeks remain for the company to begin, in order to prevent the bonus from the Ontario provincial government being transferred to the proposed Canada Atlantic belt line through Prescott and Russell counties.

It is said that that portion of line now built from Rigaud to Point Fortune is to be abandoned and a new line run direct from Rigaud. This line will run inland and will presumably pass at but a short distance from Vankleek Hill. From the latter place to Ottawa the length of the line will be but 45 miles. The residents of the counties through which the line will run are anxiously watching developments.

13/09/1893 *Ottawa Journal*

Montreal and Ottawa

Interprovincial Bridge

Article - Only a matter of money. P.P.J. and G.V. Railways ready to build the bridge.

18/09/1893 *Ottawa Journal*

Montreal and Ottawa

The C.P.R. has a surveying party at work between Vankleek Hill and Caledonia Springs locating the line of the M. & O. railway.

22/09/1893 *Ottawa Journal*

Montreal and Ottawa

The survey of the Vaudreuil and Ottawa railway was completed yesterday as far as Caledonia Springs after which the surveyors returned to Montreal. It is learned the C.A.R. may shortly forestall the line by constructing an extension of the Central Counties Ry. from Vankleek Hill to Rockland.

02/10/1893 *Ottawa Citizen*

Montreal and Ottawa

Mr. A. Evanturel, M.P.P. for Prescott county, has received the following from the vice president of the C.P.R.:

"Referring to your letter of yesterday, our engineers have been at work for some weeks past in running a line between Point Fortune and Caledonia Springs with a view to continuing from Point Fortune instead of building from Rigaud. The information secured by their preliminary surveys is now being put into such shape as to make it available, and we hope within a few days to be able to determine the best route. I shall communicate with you just as soon as we have arrived at a conclusion. The form of the agreement with the Ontario government is now being prepared, and I hope to be able to send it to Sir Oliver Moffatt in the course of the next three or four days."

04/10/1893 *Ottawa Free Press*

Montreal and Ottawa

Some impatience and apprehension has been expressed by the inhabitants of Alfred, Ont., and vicinity on account of the slow work on the new C.P.R. line from L'Original to Ottawa. Mr. Shaughnessy, vice president, was seen yesterday, and stated that engineers have been working for some weeks past in running a line between Point Fortune and Caledonia Springs, with a view to continuing from Point Fortune instead of building from Rigaud. The information secured from the preliminary survey is now being put into available shape, and the decision will be made in a few days as to the best route. The form of agreement with the Ontario government is also under course of preparation.

21/10/1893 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Aldermen think C.P.R. would run over it. More.

28/10/1893 *Ottawa Citizen* *Montreal and Ottawa*

It is learned that the Canadian Pacific Railway Company propose to push the construction of the Vaudreuil branch to Ottawa and will make it the regular line from Ottawa to Montreal

28/10/1893 *Ottawa Journal* *Montreal and Ottawa*

The Vaudreuil as a main line - article.

18/11/1893 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Meeting of Civic Finance Committee. C.P.R. is not in it now. Mr. Beemer will get the bonus if any be voted. Article.

25/11/1893 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Mr. Beemer's conditions. The bridge committee throws them aside. Article.

27/11/1893 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Mr. Beemer's last chance. Article.

08/01/1894 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

Last week ex-mayor McDougal and engineer Harris of the P. & P. J. and G.V. railroads, made an inspection of the site for the Interprovincial bridge, taking notes of all the points favorable and otherwise on both sides of the river. The plans are now being prepared under Mr. Beemer's direct supervision and correspondence is being held with the department of railways and canals respecting the matter.

19/01/1894 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

Mr. Harris, chief engineer, and staff commenced yesterday to make the preliminary survey in connection with the interprovincial bridge from Hull to Nepean Point. After surveying and fixing upon a route, soundings will be made and a complete report submitted to the various governments, from whom a subsidy will be asked.

04/03/1894 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

The work of taking the soundings in the Ottawa river for the Interprovincial bridge is still in progress. It will take the greater part of the week to complete the work.

18/04/1894 *Ottawa Journal* *Montreal and Ottawa*

Representatives want a fair show. Route of the M&O. Includes a map.

02/05/1894 *Ottawa Free Press* *Montreal and Ottawa*

Surveyors have begun work on the projected Montreal and Ottawa railway. The staff commenced at Caledonia Springs and are working towards Pointe Fortune.

19/07/1894 *Ottawa Journal* *Montreal and Ottawa*

When the re-vote for the Montreal and Ottawa railway went through, Mr. Haggart said he believed the construction of the road was to be prosecuted with a good deal of vigour next year.

05/06/1895 *Ottawa Journal* *Montreal and Ottawa* *Interprovincial Bridge*

The O. & G.V. Ry. Co. are sending out letters to M.P.s asking assistance in getting a grant for the construction of the Interprovincial Bridge. More.

15/06/1896 *Ottawa Journal* *Montreal and Ottawa*

Vankleek Hill Review. Two parties of CPR surveyors are at work on the line of the M. & O. railway making the final location. One party is working from Rigaud and the other started from here this Friday morning and will work east to meet them. Mr. H.D. Lumsden chief of construction for the C.P.R. states that construction work will not begin until the latter part of July. The road will probably start from Rigaud and as nearly as possible follow an air line to this village and on to Alfred.

22/07/1896 *Ottawa Journal* *Montreal and Ottawa* *Plantagenet*

The surveyors have struck Plantagenet, and it is only fair play to Plantagenet to say that the boys have been most favorably impressed with the natural advantages of this village. "The first place where we could get even decent drinking water." "The first 'dip' we have had this summer"; "Of course we 'tubbed' it at other places but here there is water 30 feet deep." "Scenery, well Caledonia Springs hotel won't be in it as a summer resort when a summer resort is started at Plantagenet, mineral springs." etc.

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The surveyors mentioned are a portion of the staff of the C.P.R. that is locating the Montreal and Ottawa Railway between Rigaud and Ottawa. Mr. Bolton, the chief in charge, sphinx like, refuses to discuss any of the company's plans, and so far there is much speculation as to the point where the line will cross the South Nation river. Residents of this village view with some misapprehension the close interviews that a well known agent for a very powerful loan company, has with the chief. They fear that this will influence the road to run further south of the village than the nature of the route necessitates. However, residents have the satisfaction of knowing that they cannot cross the river at a point further from the village than one mile. Up to this point the bed of the river is solid limestone rock, above this there is no telling where solid bottom might be found.

30/07/1896 *Ottawa Journal* *Montreal and Ottawa* *Plantagenet*

The surveyors, after doing us proud, silently stole back to the eastern side of Vankleek Hill, where they were ordered to do some rearranging of the line. Many of the older settlers who can remember when Mr. Kingsford ran this line in the winter of 1853-54 are asking if this is the same old railroad that has been agitated so long and so often, and so far, resulted only in disappointment. But our staunch grits of this neighbourhood assure us that since the change of government the M. & O. railway is a sure thing. Probably one of the saddest sights in life in this new country is to see settlers taking up land on the line of a railway survey, and wait for half a century without realizing their hopes. --

15/08/1896 *Ottawa Journal* *Montreal and Ottawa* *Vankleek Hill*

At Vankleek Hill, a gang of men were put to work yesterday on the construction of the Montreal, Vaudreuil and Ottawa Railway. The line is expected to be completed to Caledonia in October.

15/08/1896 *Ottawa Citizen* *Montreal and Ottawa* *Vankleek Hill*

A large staff of men started at work yesterday near Vankleek Hill on the construction of the Montreal, Vaudreuil and Ottawa Railway. It is expected the road will be finished to the Hill in five weeks and to Caledonia Springs in October.

27/08/1896 *Ottawa Journal* *Montreal and Ottawa* *Cumberland*

The latest gossip in the village is about the C.P.R. Officials of the road visited here today to see what the prospects are for freights for the projected Montreal and Ottawa South Shore Road. They also looked around for the site of a station. The preference of the officials made the villagers feel jubilant, as there would now seem to be hope of the road going ahead.

29/08/1896 *Ottawa Free Press* *Montreal and Ottawa* *Vankleek Hill*

A large staff of men are employed in the vicinity of Vankleek Hill in the construction of the Montreal, Vaudreuil and Ottawa railway. It is expected that the road will be finished to Vankleek Hill in two or three weeks, and to Caledonia Springs in October.

18/09/1896 *Ottawa Citizen* *Montreal and Ottawa* *Caledonia Springs*

Work has commenced on the construction of the new staiting at Caledonia for the Ottawa, Vaudreuil and Montreal Railway. It is expected that the railway will be completed and trains running from Caledonia to Montreal in December.

26/09/1896 *Ottawa Free Press* *Montreal and Ottawa*

Thirty thousand railway ties intended for the Montreal and Ottawa railway were shipped down the Ottawa yesterday by the Monargue. They were taken out at Hudson by Mr. Jos. Phillion of Moose Creek.

26/09/1896 *Ottawa Citizen* *Montreal and Ottawa* *Rigaud*

The tug Monarque left yesterday with some 30,000 railroad ties, culled by Mr. Joe Phillion on Moose Creek, and intended for the Montreal and Ottawa Railway at Rigaud, a branch of the C.P.R. The ties were taken out at Hudson, Que., and are a fine lot.

08/10/1896 *Ottawa Journal* *Montreal and Ottawa* *Vankleek Hill*

The grading of the M. & O. Railway is nearly completed between here and Rigaud and the construction trains are running to within six miles of this place.

17/10/1896 *Ottawa Citizen* *Montreal and Ottawa* *Vankleek Hill*

The grading on the Montreal, Vaudreuil and Ottawa Railway between Rigaud and Vankleek Hill is almost complete. Construction trains are running to within six miles of Vankleek Hill.

27/10/1896 *Ottawa Journal* *Montreal and Ottawa*

The C.P.R. expect to have trains running over the Vaudreuil branch to Caledonia Springs by the middle of November.

27/10/1896 *Ottawa Citizen* *Montreal and Ottawa* *Caledonia Springs*

A gentleman who arrived yesterday from Caledonia Springs, stated that the C.P.R. authorities expected to have trains running to the Springs on their Vaudreuil branch by the middle of November.

19/11/1896 *Ottawa Journal* *Montreal and Ottawa* *Vankleek Hill*

The ballasting cars of the M. & O. railway are running to here now, the work of ballasting having been done this far.

25/11/1896 *Ottawa Journal* *Montreal and Ottawa* *Vankleek Hill*

Trains will be running over the Montreal and Ottawa railway, the new branch of the C.P.R. to Vankleek Hill within a few days. -- It is expected the line will be finished to Alfred within the next fortnight.--

27/11/1896 *Ottawa Journal* *Montreal and Ottawa* *Plantagenet*

The Montreal and Ottawa Railway appears to be hung up for this season at a point some three or four miles east of the pitch off. As they are at work building a turntable some of our pessimists are prophesying that there will be no further progress westward for the next three years. However, the air is full of railway rumors. One man who apparently knows it all will tell that the Great Northern will be built from Ottawa to L'Orignal next summer and will pass to the north of out village. Another equally well posted says that the G.T.R. will also build an air line from Ottawa to Montreal and has surveyors out locating the most favorable line. One thing appears to be certain and that is that the M. and O. Railway Company seem determined to make no mistake about selecting the most favorable place to cross the South Nation River in this vicinity. As pretty near all this section between Ottawa and Vankleek Hill along the Ottawa river knows there are engineering difficulties to contend with at Plantagenet.

Two lines have already been surveyed through here and the knowing ones say that neither of them will be followed. One of them is known by the name of the Kingsford Survey, and was made more than forty years ago. The other is known as the Roy and Shanly route, and was run less than ten years ago, that is since the country has been cleared to a great extent of the forest. Now we are told the intention is to appropriate the Kingsford line till within a short distance east of the pitch off then turn in a northerly direction and cross the river where the rapids terminate in the Little Eddy, and thence approximate to the line known as the Roy and Shanly. This would have the advantage of passing through the township of North Plantagenet practically without either grades or cuttings. The danger from an ice dam in the spring would also be minimized to a great extent.

However, the all important matter is that the road shall go through to Ottawa City at an early date. We are practically hemmed in now until the ice takes so we can drive to the station at Papineauville, a distance of six miles. Rockland, the nearest station that we can reach driving over land is about eighteen miles distant. Of course the M. & O. station at Alfred will possibly be not more than five or six miles distant but it will be a rather one side arrangement for some time to come.

19/12/1896 *Ottawa Citizen* *Montreal and Ottawa* *Vankleek Hill*

The Montreal, Ottawa and Vaudreuil is to commence running on Monday over the completed portion of the line between Montreal and Vankleek Hill. An application has been granted by the Railway Committee of the Privy Council allowing the M., O. and V. railway to cross the C.A.R. near Vankleek Hill.

04/01/1897 *Ottawa Journal* *Montreal and Ottawa* *Plantagenet*

The M. and O. Railway engineers and staff pulled up their stakes on Vankleek Hill and moved to our village, where we hope to have them until the South Nation river is bridged. At present they are examining points along the river bank and doing work known only to the initiated. More.

08/01/1897 *Ottawa Journal* *Montreal and Ottawa* *Vankleek Hill*

New Year's Day a large number availed themselves of the opportunity of having a ride over the M. and O. railway. The excursionists bought tickets for different places along the line. Most of them, however, stopped off at Rigaud to see the church, college and convent and to visit the mountain where there is a shrine.

Any one driving from Vankleek Hill to Caledonia Springs can scarcely fail to notice a level tract of country to the west as far as the horizon. Apparently this caught the eye of the chief of the surveying staff of the M. & O. Ry. The road was completed as far as Alfred station and then a start was made. This resulted in the discovery that to proceed over this level tract of country to Ottawa city meant the crossing of a valley about two miles in width, that annually, sometimes oftener, is flooded to the depth of several feet. However, the discoverer has not yet admitted that this is an impossible obstacle. Should this be settled upon, Plantagenet village will be left about two miles to the north of any possible location for a station. However, the "pull" that succeeded in directing the line from the river front to Vankleek Hill and was the means of securing a bonus from the Ontario government of \$2,000 per mile for the road, still exists, and is in robust condition.

Residents of this village who are well acquainted with the surrounding country, regard the grading or trestling of this bog as a huge joke, but they must not forget that great strides have been made in matters of this kind, and also that the first road built by Stephenson just about "swamped" those interested in it before he got his first morass filled in. However, this is not likely to go by default and the M. and O. Company may expect to have a show cause if they decide to sidetrack the village of Plantagenet.

There are others who have never been friendly to the C.P.R. who are rejoicing that a good opening is being left for the Great Northern Railway that is now being projected to run from Ottawa city and cross the Ottawa river at Hawkesbury village.

The M. and O. are approximately taking a line eight miles south of the Ottawa river, by their third route; this will leave room for the Great Northern to capture the villages of St. Joseph, Cumberland, Rockland, Clarence Creek, Plantagenet, L'Orignal and Hawkesbury which have been left out in the cold.

18/01/1897 *Ottawa Journal**Montreal and Ottawa**Hammond*

The new C.P.R. line is just being run here and we are given to understand that it will run quite close to this place.

08/05/1897 *Ottawa Free Press**Montreal and Ottawa*

Montreal. Mr. D.R. McTavish, city solicitor of Ottawa is in town (Montreal) upon business with the Canadian Pacific. It is stated that his business is in connection with the proposed entrance of the new Montreal and Ottawa branch of the big railway into the capital. This new line runs up the south shore of the Ottawa river, and it is proposed to allow it to enter the city by means of a loop line around Nepean Point to the Central station on the canal now used by the Canada Atlantic. The idea is to make it a union station. The new line will effect a saving of nearly an hour in the running time of trains between Montreal and Ottawa, as well as giving railway facilities to a very valuable section of country. Through trains are expected to be running over the route by September.

18/05/1897 *Ottawa Journal**Montreal and Ottawa*

The Montreal and Ottawa Railway have filed the plan and profile of their proposed entrance to the city with the registrar of Carleton county.

From the plan it is seen that the road the C.P.R. intend to have completed by next fall will touch the C.A.R. about two miles from the city and will enter the Central station over the C.A.R. tracks. The two companies are now negotiating terms upon which the C.P.R. may have running privileges over the C.A.R. tracks. The C.P.R. also desire to run over the C.A.R. to the western part of the city/ If they cannot arrange suitable terms with the C.A.R. the C.P.R. will build tracks of their own.

16/06/1897 *Ottawa Journal**Montreal and Ottawa**Plantagenet*

The work on the Montreal and Ottawa railway continues. The wet weather that we have had all along interferes very much with its progress. But, as it is, the grading from Alfred station to the Nation river will soon be completed.

So far it is a close secret whether the road will be build past Plantagenet station this summer or not. Nothing definite can be ascertained from those who are supposed to be in the know.

03/07/1897 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

In connection with the Nepean Point bridge project, it is stated in a reliable quarter that arrangements are being furthered by Mr. H.J. Beemer for commencing work. The parties whose land in Hull will have to be expropriated are being seen and the right of way for the Pontiac and Pacific Junction Railway from Aylmer down to Hull is being fixed upon. The financing of the undertaking, which has al along been the difficult part of the scheme, is progressing favorably. Mr. Beemer has been in New York and other centres for the past week, and it is stated that satisfactory arrangements have been concluded. He is expected to arrive in Ottawa this evening, and it is probable that next week will see the starting of this very important enterprise.

29/07/1897 *Ottawa Journal**Montreal and Ottawa*

The Montreal, Ottawa and Vaudreuil Railway is expected to enter Ottawa some time this fall. The line is now located to within 9 miles of the city, and the company is endeavoring to arrange to run this nine miles over the C.A.R. If the two lines fail to come to an agreement, the Montreal and Ottawa line may possibly come into the city over the old St. Lawrence and Ottawa line coming in at the old St. Lawrence station, and over to their property directly opposite the Basilica.

The intention is to make the run of 111 miles between Ottawa and Montreal in 2 hours and a half.

29/07/1897 *Ottawa Citizen**Montreal and Ottawa*

The Montreal, Ottawa and Vaudreuil railway has been completed to a point a few miles this side of Plantagenet and the line is now located to within nine miles of the city. Negotiations are now going on, it is understood, to utilize the C.A.R. tracks over the remaining nine miles for the purpose of conveniently entering the Central station. If the negotiations are not successful, then the company will, in all probability, enter via the old St. Lawrence station crossing over to its property opposite the basilica.

From a prominent official of the C.P.R. it was learned yesterday that the road would be completed to Ottawa this fall, under any circumstances. The intention, he said, was to make the regular run between Ottawa and Montreal, 111 miles, in two hours and a half.

20/08/1897 *Ottawa Citizen**Montreal and Ottawa**Plantagenet*

A correspondent in Plantagenet writes "The rails on the new Montreal and Ottawa line are laid up to the new station at the pitch off but until the completion of the bridge over the Nation river regular trains are not expected to run. The distance from Alfred to Plantagenet station is about four miles and the question now agitating the minds of the people is this If it has taken until the middle of August to partially build this length such a short distance, how long will it take to reach the city of Ottawa about 35 miles further west, if construction is carried on in this leisurely manner.

15/09/1897 *Ottawa Journal**Montreal and Ottawa*

Plans have been filed by the C.P.R. at the registry office of the county of Carleton. It is learned that the profiles show their line to run into Central station on the east side of the present C.A.R. tracks.

A Journal reporter today was unable to learn definitely that any of the other properties on Besserer street had been paid for. One gentleman assured the reporter that he expected his money in a few days.

Mr. Bigger, C.E. is busy today surveying on Little Sussex and Besserer streets and also around the canal basin. On being asked for whom he was doing the work he replied that the survey was being made for the government.

07/10/1897 Ottawa Free Press Montreal and Ottawa

Mr. Leonard, chief engineer and manager of construction for the C.P.R. arrived in the city last evening. He says that the point where the new short line will enter the city has not yet been definitely decided. The track is completed as far as Pendleton, a village 30 miles distant from Ottawa. They have at present over 1,400 men at work and are rushing the work as quickly as possible. Mr. Leonard says that he does not think they will have the line ready for use this coming winter that is for passenger traffic, but they will likely use the line for freight. The greater portion of the line between Pendleton and this city is ready for track laying.

The company have at present under construction six locomotives of the latest type, for use on the line.

13/10/1897 Ottawa Journal Montreal and Ottawa

Montreal - The grading work on the Canadian Pacific's new short line to Ottawa, along the south shore of the Ottawa river, has now been completed to within two miles of the capital, and the track has been laid to a point about eighty miles west of Montreal.

The work of construction is being rapidly pushed ahead and the track will be all laid to the Ottawa city limits by the middle of November. Ballasting is being proceeded with concurrently with the laying of the track but the work will not be completed this year.

The line will not be open for through business before the summer of next year. No definite arrangements have yet been made as regards terminal facilities at Ottawa or as regards train service.

The stations beyond Vaudreuil at which first class trains will stop are Hudson, Rigaud, St. Eugene, Vankleek Hill Caledonia Springs, Alfred, Plantagenet, Pendleton, The Brook, Sarsfield, Navin (sic). Besides these places there will be a number of flag stations wherever the business may seem to warrant them. The trains which will be put on the road will be of the latest construction, and the coaches will be as elegant as any run anywhere on the Canadian Pacific.

15/10/1897 Ottawa Free Press Montreal and Ottawa

Another change has been made in the projected route of the C.P.R. short line into Ottawa. Instead of building immediately alongside the Canada Atlantic, as the original plan indicated, they will now run about one mile further north, parallel to the Cyrville road. Previously it was intended to build about one mile to the south of that point and run about five miles along side the C.A.R. This change will shorten the distance to the city by about one mile, besides making the line more direct.

The farm of Nicholas Tremblay will suffer more from this change than any other, as there will now be a line of railway cutting through both front and rear of the lot.

There is yet no plan filed from the Deep Cut to the city entrance, but it is generally thought that the line will come in that way.

The contractors are now at work on the grading of the line from Cyrville to the city limits. The chief engineer is personally supervising the work.

23/10/1897 Ottawa Journal Montreal and Ottawa

The grading on the new short line the C.P.R. is building is now almost completed to the Rideau. Several bridges over the small streams between the Nation river and the Rideau are now under construction. To cross Greens Creek, the windings of which are serpentine where the track crosses, three bridges have to be built, but the masonry will not be heavy and all are expected to be built before November closes. There are several fires in the swamps and brush wood of that vicinity, and the smoke is a great annoyance to those working on the road, and water for both man and beast is becoming very scarce. No such drought has ever been known, the farmers say, at this season of the year

01/11/1897 Ottawa Free Press Montreal and Ottawa

There will be a hot time in railway circles in Ottawa within the next six months. Within that period the C.P.R. will have a permanent station near the post office, and it will be on the west side of the canal as the Free Press has already announced. The mere erection of a central station, however, is not the only matter of public interest. The competition with the C.A.R. will be keener than ever, and the rival roads will do some record running between Montreal and Ottawa in order to capture trade.

Mayor Bingham, Ald. Wallace and Assessment Commissioner Pratt were down to Montreal Saturday on civic business and had an interview with Mr. Shaughnessy, of the C.P.R. He told them the C.P.R. intended building a separate depot in Ottawa and make other improvements which would cost in the neighbourhood of a million dollars. He also informed them that the C.P.R. would run trains from Montreal to Ottawa in 2½ hours or one hour less than now. Mr. Shaughnessy says the company will have to build their own tracks and yards in the centre of the city as in the long run it will pay them owing to the heavy rental demanded by the C.A.R.

13/11/1897 Ottawa Free Press Montreal and Ottawa

The grading of the Montreal and Ottawa railway will be completed next Thursday as far as Hurdman's Bridge where it will connect with the Prescott and Ottawa branch of the C.P.R. There remains a section of twenty-three miles upon which the steel is yet to be laid.

19/11/1897 Ottawa Free Press Montreal and Ottawa

It is now certain the C.P.R. short line will enter the city by the C.A.R. tracks from the head of Deep Cut. More. Letter from Booth.

11/12/1897 Ottawa Free Press Montreal and Ottawa

Mr. T.G. Shaughnessy, vice president of the C.P.R., arrived in the city this morning. He is on business with the government regarding the new short line. The full right of way up to the head of the deep cut has been purchased and all is in readiness for completion of the line to the city. The Ottawa and New York company's negotiations with the C.A.R. are being closely watched by the C.P.R.

13/12/1897 Ottawa Journal Montreal and Ottawa Greens Creek

The CPR bridge at Green's Creek on the CPR line between Ottawa and Montreal was almost broken down a few days ago. The recent freshet caused the creek to rise and it carried down a large elm tree. The tree struck the centre pier and knocked away all the framework except for one support. This framework was supporting the bridge. Fortunately the single support held and the engineers were enabled to replace the framework before any trains passed by.

The workmen who were on the bridge at he time had to take to the rafts and had all the supports broken the structure would have fallen causing considerable damage besides delaying the work at this point for some time. The bridge is now almost completed.

14/12/1897 Ottawa Citizen Montreal and Ottawa Ottawa

Yesterday, the last stone was laid on the most important piece of work on the construction of the new C.P.R. line to Ottawa. It was on the large stone bridge across Green's Creek which was built by Messrs. Brewer and MacNaughton. The bridge is built wholly of stone and in a most substantial manner. There are three arches, a centre one, thirty feet in length and a fourteen foot one at each end. The same firm constructed two other stone bridges on the line and have been highly congratulated by every person who has seen them on the splendid character of the work.

15/12/1897 Ottawa Citizen Montreal and Ottawa Central Depot

That no apparent move has been made by C.P.R. authorities to effect an entrance to the Central station, and because of no other reasons, a rumor is now afloat in railway circles about a mutual deal that is now supposed to be on between the C.P.R. and the C.A.R. companies, which is of importance to this city as well as to Montreal

It is said the C.P.R. company will allow the C.A.R. company to enter their station in Montreal in return for the privilege of using the C.A.R. tracks from a certain point outside the city to the Central station.

In this event the C.A.R. would subsequently abandon the use of the Grand Trunk tracks from Coteau to Montreal.

18/12/1897 *Ottawa Free Press* *Montreal and Ottawa*

The C.P.R. will build their bridge across the Rideau river this winter. The new short line is now complete as far as Blackburn, which is about five miles out of the city. The bridge will be completed early in the spring so that trains will be running into Ottawa as early as next March, The stations all along the line are completed. Mr. C.W. Spencer arrived in the city last evening and met the officials of the C.A.R. today. He says both companies are on friendly terms and that there will be very little difficulty in coming to an agreement.

24/12/1897 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Beemer wants Ottawa bonus bonds placed in the bank--.

08/01/1898 *Ottawa Free Press* *Montreal and Ottawa*

Mr. T.G. Shaughnessy, vice president of the C.P.R., was asked today what arrangements have been made by the company with regard to the entrance into Ottawa of their line, in view of the statements which have been printed to the effect that an arrangement was likely to be made between the Canada Atlantic Railway and the C.P.R. by which the Canada Atlantic station at Ottawa would be used by the C.P.R. and the Windsor street station, Montreal, by the Canada Atlantic. Mr. Shaughnessy states that the C.P.R. expects to be running into Ottawa in the spring and that the station would be located near the Russell House.

13/01/1898 *Ottawa Free Press* *Montreal and Ottawa*

The engineering staff of the Montreal and Ottawa railway have completed their outside work for the season. The staff consisted of Messrs. R.W. Leonard, manager of construction; J.E. Sheman, accountant; Hamilton Lindsay and H.T. Hansen, engineers; R.P. Rogers, draughtsman; R.H. Weldon, timekeeper, and J.J. Mackan, clerk. The stations on the new line and the sidings in connection therewith are all finished. The distance from Montreal to Plantagenet is 74.61 miles and the stations westward from the latter point to this city are as follows: Pendleton, 79.80 miles; The Brook, near Bearbrook river, 85.45 miles; Hammon (sic) where the line crosses the Rockland branch of the Canada Atlantic railway, 88.96; Sarsfield, 94.39; Navan, 98.66; Blackburn, 104.94; Ottawa, at Rideau river bridge, 109.74. Blackburn will be a flag station for the next year at least.

22/01/1898 *Ottawa Free Press* *Montreal and Ottawa* *Rideau River*

R.J. Stewart, Tweed, Ont., the successful contractor for the new C.P.R. bridge over the Rideau, has commenced work on the approaches, both sides of the river.

22/01/1898 *Ottawa Citizen* *Montreal and Ottawa* *Rideau River bridge*

Mr. R.J. Stewart of Tweed, Ont., has been awarded the contract for the building of the new C.P.R. bridge over the Rideau river, for the company's short line between Montreal and this city. Mr. Stewart has commenced work on this bridge, and has a large staff of men building the approaches on either side of the river.

28/01/1898 *Ottawa Free Press* *Montreal and Ottawa*

Work on the New York and Ottawa (sic) road is progressing rapidly. A large gang are engaged in building the Rideau bridge. One pier and one abutment have been completed.

08/02/1898 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

Work on the Interprovincial bridge is now in full swing. The soundings have all been taken and other preparations are going ahead with all possible rapidity. More

10/02/1898 *Ottawa Free Press* *Montreal and Ottawa* *Central Depot*

At the meeting of the Railway Committee of the Privy Council the Canadian Pacific company filed their application for entrance to the Ottawa Central depot. Full details--

1. Applicants to be tenants of the crown
2. Station to be a union station
3. After 1 May 1916 all companied entitled to use station and approaches to be joint tenants with the O.A. & P.S.
4. Passenger traffic to take precedence over freight
5. Payment on wheelage basis
6. Management to be under control of a joint board
7. Railway committee may vary terms and conditions as it sees fit.

Parry sound railway, the present lessees under a 99 year lease is expected to resist this move.

15/02/1898 *Ottawa Free Press* *Montreal and Ottawa* *Rideau River*

The new C.P.R. bridge over the Rideau at Hurdman's Bridge is being pushed to completion. Four piers are complete and three are under way, and the other two or three are to be finished by the 15th March, the contract time. This being the case, the iron will no doubt be on by 15th April. The company is cutting a right of way through the cedar bush south of Hurdman's road and between the head the cut and the Rideau river. There is a lot of stone and a derrick on the eland where they intend to put the two or three culverts, so that it looks as if the C.P.R. will in to the new central station at Sappers' bridge by the 24th May.

22/02/1898 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

Three monster derricks, composed of iron and wood are being turned out at the Victoria foundry for hoisting purposes on the new Interprovincial bridge at Nepean Point.

01/03/1898 *Ottawa Free Press* *Montreal and Ottawa* *Deep Cut*

Workmen have finished driving the piles for the C.P.R. at the Deep Cut. The piles, which are all of red pine, were driven down 16 feet. Next week the deck will be placed on top for the new track, all of which indicates an early entrance into the city.

04/03/1898 **Ottawa Citizen** **Montreal and Ottawa** **Interprovincial Bridge**

Work on the construction of the interprovincial bridge at Nepean Point is going on rapidly and many interesting sights are to be seen there. The work is being rushed in order to take advantage of the ice in building the piers and in order to do \$50,000 worth of work before March 15th, so as to claim the bonus given by the city of Ottawa. Lee E. Treadwell, in charge of the work, said that more than \$50,000 had already been expended in wages, material and labor. Nearly 125 men are employed, many of them on night shifts.

The first pier on the Hull side has almost been completed. It is built in 30 feet of water, of solid concrete and broken stone. The method of construction is interesting. A huge box is built of square timber, the inside measurements being that of the pier. A hole in the ice the size of the box is made, the box sinking in it as it is built from the top. When the box touches bed rock the process of filling with rubble and cement starts. This soon hardens into a solid mass as hard and tough as rock. The box for pier number two on the Hull side was completed last evening, and the work of filling with concrete will start today. The work of laying down the concrete must be carried on continuously, and it will take four days and four nights to finish the work. Work on the box for the third pier will start today.

The outline of the first pier on the Ottawa side has been drawn on the ice, and soundings around the edge are being taken every four feet to find the depth of water and the levels of the bottom of the river. The depth of water is a few inches over 75 feet in places that were sounded yesterday. It has not yet been decided whether to use crib work, as on the other piers, or to use an air-tight box with compressed air.

Suoysmith & Co., the contractors, have a large plant on hand, consisting of several derricks and hoisting engines. A large scow for carrying a derrick and engine has been built and floated on the Hull side. A second one is now under construction at the foot of the locks on the Ottawa side. Part of the plant is a powerful "clam shell" dredge used for scooping up the sawdust from the river bottom, so that the piers will rest upon solid rock. The sawdust at the pier locations varied from ten to fifteen feet.

05/03/1898 **Ottawa Free Press** **Montreal and Ottawa** **Interprovincial Bridge**

Eighteen cars of rails for the approaches and track landing to the new Interprovincial bridge were delivered yesterday.

Over forty cars of lumber will be delivered next week.

The concreting of the second pier was commenced yesterday, when 100 cubic feet were placed in position.

The work on the masonry of No. 1 pier on the Ottawa side was commenced this morning.

Mr. H.J. Beemer said last evening that he would have \$100,000 spent before the 15th of March.

07/03/1898 **Ottawa Free Press** **Montreal and Ottawa**

Today the C.P.R. commenced the deck on the pile work at the head of the Deep Cut for the Montreal short line. The heavy lumber is being raised to the top of the piles, which are 17 feet high, by a steam hoist. A large stone culvert is being constructed under the bridge work and as soon as the trains start running the hole will be filled with earth.

Work on the Rideau bridge is progressing rapidly on account of the favorable weather. All the masonry is now finished, with the exception of one abutment at the west side and part of the pier on the island. The iron work, which is to be supplied by Dominion Bridge Co. of Lachine, will be commenced by May 1.

09/03/1898 **Ottawa Free Press** **Montreal and Ottawa** **Interprovincial Bridge**

Three coffer dams already sunk. Policeman on duty at all times to keep the crowds from coming in dangerous proximity to machinery. Full account.

11/03/1898 **Ottawa Free Press** **Montreal and Ottawa** **Interprovincial Bridge**

During the past two weeks Messrs. Chitty & Thompson have hired fifty men, mostly stone cutters for the bridge stone work. They are at Eganville shaping the material to be used in the piers of the Interprovincial Bridge.

Broder & McNaughton, who have the contract for the Ontario abutment of the Interprovincial Bridge, have the work well under way and a considerable amount of the masonry already laid. The current from the falls has broken the ice almost up to where the work is being done, so that new apparatus for carrying the material will soon be necessary.

01/04/1898 **Renfrew Mercury** **Montreal and Ottawa** **Interprovincial Bridge**

Mr. J.H. Beemer has resigned the presidency of the P. & P. J. and G.V. Railway in order to devote his whole attention to the construction of the Nepean Point Bridge.

02/04/1898 **Ottawa Free Press** **Montreal and Ottawa**

This morning the C.P.R. company sent out about one hundred men to repair the damage done to the Montreal and Ottawa line by the late floods. The operations will be directed chiefly to the district near Plantagenet.

07/04/1898 **Ottawa Free Press** **Montreal and Ottawa** **Interprovincial Bridge**

At the Nepean Point bridge the cliff has been blasted out twenty yards along the side to within ten feet of the water's edge. The masonry for the Ontario abutment is progressing steadily.

22/04/1898 **Ottawa Free Press** **Montreal and Ottawa**

An increased force of men is at work today at the C.P.R. grade at Hurdman's Bridge. On the east side of the Rideau the steel is now laid up the end of the new bridge. The construction train hauling the iron work was due to have come up yesterday afternoon but was cancelled till today. Yesterday the ballast train brought up gravel for the new sections built this spring, and the construction trains will be in operation today.

Yesterday afternoon the grading on the side of the Rideau through Champagne's bush was suspended on account of the rain, but today about 60 men and 25 teams are engaged. The men have some peculiar difficulties to contend with here. In the first place, the section from the bridge through the bush is so completely covered with boulders that progress is very slow and damage to the grading scrapers is great. Then the refuse from an old slaughter house has been dumped in a bog hole through which the right of way passes and although it is some years since the place was destroyed, the smell is still so strong that it is almost impossible for the workmen to endure it. Further up towards the Deep Cut the grading must be left for some time, as the ground is so boggy the teams could not be put into it. The grade from the end of the pile work to the hill west of the bridge will be very heavy and about a month's work will be required to complete it.

Mr. K. McDonald says that every day a number of "hobos" are on the scene applying for work, but this class of artist is generally refused. A number of them have their headquarters in the bush at the Deep Cut. A gang of men are at work on the piles finishing the deck and making the approaches where the proposed junction with the Canada Atlantic will take place.

27/04/1898 **Ottawa Free Press** **Montreal and Ottawa**

--The C.P.R. have their line built to within a mile of the city and are anxious to settle the right of way so as to commence operations at once.--

11/05/1898 **Ottawa Free Press** **Montreal and Ottawa**

Great activity characterizes the operations on the construction of the Ottawa and Montreal new short line at Hurdman's Bridge. The Dominion Bridge Company's employees are at work on the iron of the Rideau bridge and the first span on the east side of the river has been laid. Nearly all the iron for the structure is on hand, and the bridge will be completed in about six weeks. It will consist of eight spans of plate girder, each 65 foot long, each girder weighing twelve tons.

About 75 men and 25 teams are engaged on the grading work on the west side of the bridge, and through Champagne's bush. The whole top of the hill opposite Mr. Robert's farm has been drawn away, to fill up the grade at the end of the pile work.

Workmen are also engaged in the construction of an overhead crossing of the road from Ottawa East, which joins the continuation of Nicholas street.

11/05/1898 Ottawa Citizen

Montreal and Ottawa

Interprovincial Bridge

Brodeur and MacNaughton, the contractors for the shore pier at Nepean Point of the Interprovincial Bridge, will complete their contract today. Workmen were putting the coping on the pier yesterday and that work will be finished today. George Adgate, the superintending mason of the bridge contractors has been in Cornwall for several weeks past where his company also has the contract for the stonework of the St. Lawrence River bridge for the Ottawa and New York Railway. The water in the Ottawa river is now beginning to fall again and work on the mason work of the water piers will soon be started. --

19/05/1898 Ottawa Free Press

Montreal and Ottawa

Interprovincial Bridge

The construction of the Ontario abutment of the Interprovincial bridge is completed and the only operations being carried on in that quarter is the blasting of the cliff which is progressing favorably.

First train over the Montreal Ottawa short line.

New Road inspected by the company's officials yesterday.

Traffic to begin in July.

The line described.

The first train over the new CPR short line between Ottawa and Montreal left the Union Depot yesterday at 1.10 p.m., with General manager Thos. Tait and seven passengers on board. Mr. Tait was on a tour of inspection.

The road will be opened for traffic in July, and then passenger trains running at a speed of between fifty and sixty miles an hour will be put on to cover the 111 miles between Ottawa and Montreal.

When the bridge at Hurdman's is completed trains will be able to run. The bridge will be finished within four weeks.

Mr. Tait was accompanied by Mr. C.W. Spencer, general superintendent of the eastern lines; Mr. H.B. Spencer, superintendent of the eastern division who will have the new line under his superintendency; Mr. R.W. Leonard, construction engineer; Mr. D. McPherson, eastern division engineer; Mr. John Morrow, right of way agent for the M and O railway; Mr. T. Oullen, Mr. Tait's private secretary and a Journal representative.

The train was manned by conductor J.A. Hibbard, engineer J. Ryan, Fireman Jos. Gilchrist, brakemen Robt. Dawson and J. Dupont and superintendent of construction, Mr. J.B. O'Brien all of Ottawa. Chef Wm. Dewfall, of the private car Earnscliffe attended to the refreshments.

Engine 385, an excellent speeder, first class coach 157 and Mr. Tait's private car "Earnscliffe" composed the train and it will be remembered as the first passenger train over the line that will be of great importance to Ottawa.

Leaving the Union Depot the Prescott line was followed to its junction with the old St. Lawrence and Ottawa railway. Passing over a short curve, hardly completed, the train was soon on the new line.

To examine the work

The purpose of the trip was to give Mr. Tait an opportunity of examining the new work. The new line is regarded as Mr. Tait's line owing to the attention and care he has given it and because, under his personal direction, the work has been thoroughly done that it will be one of the finest roads in Canada. Mr. Leonard acted under the direction of Mr. Tait entirely.

The general features of the road are the excellent heavy steel rails used, the excellent switching system, the thorough method of ballasting and the finished manner in which everything has been done. The road has been designed for speed and although the roadbed was not finished yesterday in places, the train ran at 35 and 40 miles an hour. Beyond Plantagenet, from which place to Montreal the line is completed, the train whizzed along at a mile a minute yet the shaking of the train was slight. Other notable features about the line are the long sloping curves - in the few places they are necessary, the straightness of the line and the few grades. The sharpest curve is but one degree, the highest grade is forty feet to the mile.

The rails used are 73 and 80 pound rails, the heavier rails being used in the eastern section of the road. A most important feature and one that will make it easier for trains to run swiftly is that the main line, when completed, will be unbroken between Montreal and Ottawa. The old system of switches has been supplanted by the MacPherson system invented by Mr. D. MacPherson of Montreal, who accompanied Mr. Tait yesterday.

Set automatically.

The railway switch and frog are combined in such a way that setting one automatically sets the others, and if, through mistake or malice, left set wrongly, a train passing through in either direction would not be derailed. The device is based on the common sense principle, that switches and frogs being the most expensive and least durable points in track should not have any of their parts subject to the destructive and useless wear of trains passing on the main tracks; but that their parts should only be touched by trains going into or coming out of sidings. When the switch is set for the main line clear, all parts of the switch and frog are well clear of the main track rails, which latter are fully spiked, and absolutely as continuous and firm as if no frog were there. The device has been in use three winters on the C.P.R. main track and has worked successfully. Mr. MacPherson's switch has been adopted by Dr. Seward Webb on the St. Lawrence and Adirondack division of the New York Central railway.

The start

When the start was made yesterday dark clouds covered the sky and rain seemed imminent. During the afternoon the clouds passed away and when the train reached Montreal the air was fine.

The piers of the new bridge over the Rideau River were first inspected. The bridge is high and finely constructed, and will be completed within four weeks. At 2.05 p.m. Mr. Tait gave the word to start and the order was "The best speed consistent with safety". At Green's Creek - five miles out - the new stone bridge was inspected. It is a three arch structure and nicely finished. The first station reached was Blackburn, a flag station, but no stop was made. The country is a lovely one, and the recent rains had brought the foliage and grass in all their fresh and verdant beauty.

The farm crossings along the line are splendidly finished: and the fences were all Page woven wire. The stations are all neatly constructed and are painted a pretty brown shade.

Picturesque

Past Blackburn the speed was only about 25 miles an hour owing to the inspection. The run through Mer Bleu to Navan is most picturesque and the azure haze about the shrubbery of the low land was quite noticeable.

The trip was not without incident. At Navan a bay horse standing near the track became frightened and after falling then rising dashed along the side of the track after the train. The buggy collided with a switch and was smashed to pieces and the frightened animal swerved towards the field where a fence soon stopped it.

Leaving Navan a slight grade was ascended and at a speed of 35 miles an hour the train ran through a charming country to Leonard - a station called after Engineer Leonard. The station is half way between Sarsfield and Bearbrook and in the centre of Cumberland township. The township hall will be erected there and a townsite laid out. The C.P.R. Company owns 300 acres of good land, which will be divided into town lots. Water is secured from the Bear brook, 6,000 feet away, and a 40,000 gallon tank has been erected at Leonard. Three ballasting trains and large gangs of men were busy at this point. At all stations a crossing siding and a local siding have been constructed.

Just out of Leonard the C.P.R. owns 260 acres of gravel land. A large steam shovel was at work yesterday getting out gravel.

Crosses the C.A.R. branch.

The country past Leonard is rolling and 40 miles an hour was obtained. The road is flanked with bush. Through Mr. W.C. Edwards' beautiful farm the company was given free right of way. At Hammond - the village wiped out by fire last fall, but springing up again - the road crossed the C.A.R. Rockland branch - eight miles from Rockland. The run through Clarence township - a great hay country - was fine. The south side is well settled, and an air of prosperity is noticeable about the homes of the farmers.

At The Brook, four miles from Hammond flag station, large quantities of hardwood are ready for shipment, and the company has plenty of land for the accommodation of shippers.

The station at The Brook is a specimen of the neat buildings that the company has erected. The station is combined with a freight shed and dwelling. The exterior is painted a pretty brown shade, while the interior is finished in light colours. Hardwood floors and red pine wainscoting have been put in. The waiting and sleeping rooms are airy and comfortable looking, and every convenience has been put in for the agent. A new hotel is being erected at The Brook and the saline and mineral springs in the district will doubtless attract many visitors.

Plantagenet and Caledonia Springs have been made very accessible from the west and Montreal by the new road.

Cobb's Lake - a natural basin - is just past The Brook. Piles sixty feet long had to be driven in before a suitable basis could be reached. During the spring freshets the water rises in the basin about ten feet. It connects with the Nation River.

At Pendleton

Pendleton, some six miles from The Brook, is in the centre of some excellent farming country. The scenery is picturesque, and the land finely wooded. The line passes through a fine bush just outside of Pendleton. At Pendleton the C.P.R. transcontinental copper wire was noticed. This wire is being stretched in an unbroken line from the Atlantic to the Pacific, and the work of stretching it is going on at many points. Six hundred miles have been stretched east of Port

Arthur. Four operators at each end will be able to send messages over it at the same time.

A fine view of Curran village is obtained at Pendleton.

Promise of Plantagenet

Plantagenet is expected to be the most progressive town of the district. It is the end of the operating line between Montreal and Ottawa. At Plantagenet the Journal man was introduced to Mr. William Rodden, "father of the Montreal short line" so called for his advocacy of the line. Mr. Rodden treated the party to some delicious saline water from his spring. A roller, grist and flour mill and a saw mill have been built at this point. Several steam boats ply between Plantagenet and Casselman, 24 miles up the beautiful Nation River. A town site has been laid out, a wharf erected, and with excellent saline and sulphur waters, the place should be a thriving town before long. A splendid steel bridge with four piers, each 100 feet long, has been erected over the Nation River. The masonry is all blue limestone. The pleasant drives, splendid hotel sites and suitable grounds for golf links will no doubt add to the attractiveness of the village. From Pendleton to Alfred the road passes through a famous agricultural country.

Alfred village could be seen in the distance. A stop was not made at Caledonia Springs and the train sped on at a rate of over fifty miles an hour.

At Vankleek Hill

At Vankleek Hill the C.A.R. is crossed and at this point the interlocking plant is used, which permits the trains to cross without stopping. The signals are so arranged that accidents are practically impossible. East of St. Eugene, 40 miles from Montreal, the train's speed was 59 miles an hour. All along an air of prosperity was noticeable and new buildings are being erected at many points.

From a tourists standpoint the beauty of the line is all that could be desired. A splendid farming country, finely wooded, with beautiful rivers along the way and picturesque hills, give great delight to the traveller.

A lovely sight

At Rigaud Mountain, with its shrine, the scenery was all that could be desired, but on past Fortune Beach, to Hudson Heights, with Oka mountain in the distance and the beautiful Ottawa lying in between, the scene grew more attractive until St. Anne's was reached at sunset, and all were captivated with the glory of the setting sun. The beautiful sky baffled description, but the creamy tints of the opal tinged with pink, all softly toned, convey a faint idea of the beauty. As the sun sank lower towards the horizon it seemed to grow larger and the rays lighting up the sky tipped the fleecy clouds with light, creating the effect like the white capped waves of the ocean. One could understand Thomas Moore's inspiration of the beauty of the river at St. Annes. Como, Lake of two Mountains and Lake St. Louis are all beautiful sights. From Plantagenet to Montreal the scenery is perfect.

Owing to several unavoidable delays the train did not reach Montreal until about 7.40 o'clock. At points the speed was 60 miles an hour. Approaching Montreal the automatic normal danger electric block system was observed, and impressed one with the thoroughness of the equipment of the C.P.R.

Fast time to be made

The regular train service on the new line will commence in July. The speed to be obtained can be gauged (sic) from that of yesterday's train.

The distance is 111 miles, and will probably be covered at a speed of between 50 and 60 miles an hour. The road has been built for speed, and Mr. Tait assured the Journal that the trains will be fast ones. It is expected the run will be made in a little over two hours.

The trip yesterday was thoroughly enjoyable, and the kindness of the officials made it doubly delightful. Refreshments were served on the "Earnescliffe". The return trip to Ottawa was made over the north shore line by the "Soo" train due here at 1 a.m.

11/06/1898 Ottawa Citizen Montreal and Ottawa

There is now longer anything to delay the entrance of the Ottawa and New York and Montreal and Ottawa (C.P.R.) railway into the city over the east side of the canal. An important meeting of the Railway Committee of the Privy Council this morning heard the applications made by the two railways for a settlement of the terms on which they should enjoy the use of the government land leased to the C.A.R. and O.A. & P.S. railway, and also the new union station. The railways were represented by clever legal talent, B.B. Osler and Mr. Christie appearing for the Booth interests, Mr. Lash and Mr. Currie for the Ottawa & New York; Judge Clark and Mr. Tait for the C.P.R. J.R. Booth was also present, as well as Mayor Bingham and City Solicitor Mr. Veity.

The application by the two new railways was based on a claim to use the land as joint tenants with the C.A.R. and O.A. & P.S.R. Judge Clark, Mr. Lash and Mr. Tait argued their claims at some length, and asked the committee to recognize the principles of their application and then the railways would get to work and settle the details among themselves. Judge Clark also asked that an interim order should be made allowing the two new railways the right to take possession, without prejudice to either party, pending the final settlement of terms.

Mr. Osler, in his argument, claimed that Mr. Booth's roads should be treated as the primary tenants who take all the risks of the lease. He said also that it was impossible to fix the terms as it is not yet known what will be the character of the business done. As soon as the applicants get the idea of joint tenancy out of their heads we can get together in a businesslike way and agree upon terms.

Hon. Mr. Blair as chairman of the committee announced that the claim of joint tenancy could not be entertained. Mr. Osler ?? that it would not hurt the dignity of the other roads to come in as Mr. Booth's tenants, to which Judge Clark replied that it was dividends they wanted not dignity.

After considerable cross firing and persuasion on the part of Mr. Blair, Mr. Osler on behalf of his client stated that the C.A.R. would handle the trains of the two new roads. Mr. Blair urged him to name a rental pending a permanent agreement. This Mr. Osler did not appear inclined to do but at length \$700 per month from each of the two roads was agreed upon. This arrangement is merely temporary and if a less sum is agreed upon the difference will be refunded. An attempt to arrive to a definite settlement will likely be made today while all the railway lawyers are in the city.

11/06/1898 Ottawa Journal Montreal and Ottawa

CPR may enter in a week. Temporary arrangements \$1,500 a month.

14/06/1898 Ottawa Free Press Montreal and Ottawa

Construction trains on the Montreal and Ottawa railway are daily hauling ballast for the roadway between Plantagenet station and Hurdman's bridge. The bridge over the Rideau river being completed the road between it and the Central station is ready for rail laying. A great deal of earth will be required to fill up the grade under the pile work, but this will not probably be done this season. The Dominion Bridge company will put on the iron work for the overhead crossing out of the Ottawa East road at the Deep Cut.

The company has not yet finally decided whether it will utilize the C.A. tracks from the Deep Cut to the Central station or build an independent track, but the Central station will be sued for the present. Trains could be run into Ottawa in about a week but the company have decided to run regular trains between the 1st and 15th of July.

24/06/1898 Ottawa Journal Montreal and Ottawa

Tracklaying on the Montreal and Ottawa Railway, the new CPR short line, was completed this week. All that remains to be done now is to make the connection with the Canada Atlantic Railway tracks and to complete ballasting.

Two hundred and fifty car loads of ballast are being deposited on this line every day. The ballasting will be completed next month. The bridge across the Rideau is completed and is being painted. All the stations along the line are ready for occupancy. Regular trains will be running next month.

27/06/1898 Ottawa Free Press Montreal and Ottawa

Workmen are engaged putting on the overhead crossing of Ann Street, Ottawa East, at the head of the Deep Cut for the Montreal and Ottawa railway.

The rails are now being laid up to this point and the ballasting, which is now going on over the whole road will be completed in about a month. The stations along the line are completed and are station and dwelling houses combined, so that agents will reside in the spot. Everything will be ready to allow trains to commence running regularly in less than a month.

09/07/1898 *Ottawa Journal* *Montreal and Ottawa*

The finishing touches were being put upon the new CPR railway bridge across the Rideau yesterday. The painters have been engaged for some time upon it and yesterday completed the work. All along the uncompleted line are scenes of great activity. Ballast trains run back and forth with train loads of gravel and hundreds of men are engaged in distributing it. The ballasting beyond the Rideau will be completed in a few days.

The work on the trestle near Deep Cut was also completed yesterday and track laying will begin immediately. This section is the last part of the new line to require track laying but it is understood the work will be rushed to completion.

The CPR will probably build a large round house near the Deep Cut in a place near their new line.

11/07/1898 *Ottawa Citizen* *Montreal and Ottawa*

Mr. Thomas Tait, manager of the eastern lines, C.P.R., Mr. C.E.E. Usher, general passenger agent; and Mr. C.W. Spencer, general superintendent, have returned from a trip of inspection over the new Ottawa short line. They were well pleased with the progress and character of the work. Mr. Tait reports that the stations are completed and as soon as some more ballasting is done the new road will be opened to traffic. The track, which has been most carefully laid, is composed of from 73 to 75 pound rails and the general equipment of the entire line will be perfect in every respect. The exact distance from Windsor station, Montreal, over the new line to the terminus in the capital city of the Dominion will be 111 1-2 miles and the time from city to city will be a good deal less than by the main line of the Canadian Pacific on the north side of the Ottawa.

13/07/1898 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

Work on the Interprovincial bridge is proceeding rapidly. The laborious work of cutting down Nepean Point is making satisfactory progress, and a start will be made next week on the trestle work, along Major's Hill park.

13/07/1898 *Ottawa Free Press* *Montreal and Ottawa*

The rails for the new C.P.R. short line are much heavier than the ordinary rail, and the entire road is being built for speed. The management confidently expect to reduce the time to Montreal to two hours, but will start at two hours and a half. The line will be equipped with five new cars.

15/07/1898 *Ottawa Journal* *Montreal and Ottawa*

The new CPR short line will be opened for passenger traffic on Monday.

For the present the trains will not be run at a very fast pace as the finishing touches to the grading have yet to be put on.

More.

16/07/1898 *Ottawa Journal* *Montreal and Ottawa*

Road is not yet sufficiently ballasted. H.B. Spencer stated to-day that it will be about August 15th before the first train will run.

18/07/1898 *Ottawa Citizen* *Montreal and Ottawa*

Montreal 16th. Mr. C.W. Spencer, general manager of the C.P.R. stated today that the new Ottawa-Montreal line will be handed over to the operating department on Monday, but regular trains will not commence running until the 25th of the month or possibly later. Same wording in Ottawa Free Press 16 July.

30/07/1898 *Ottawa Free Press* *Montreal and Ottawa*

The first train over the Montreal and Ottawa railway left Montreal this morning about half past nine, but it is not know when it will arrive in Ottawa. On board were General Superintendent C.W. Spencer, Supt. H.B. Spencer and other officials of the company.

The train will run over the M. & O. tracks to Hurdman's bridge where it will take the St. L. & O. track at the new junction put in by the Montreal and Ottawa company the Chaudiere junction, and run into the Union depot. As it is a trip of inspection and not a time test, it will likely not be a very fast run.

10/08/1898 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Work on the Hull end of the Interprovincial Bridge is now being pushed by the contractors day and night. In order to facilitate the work of the night shift the Holland acetylene gas generators and gas lanterns have been adopted. Each lantern gives a 50 candle power light and the workmen are very much pleased with the effect. Four of the gas lanterns light the caisson brilliantly giving 200 candle power at a cost of less than four cents per hour.

11/08/1898 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Work on the Interprovincial bridge is going on quietly. A few men have been laid off until the right of way along the side of Major Hill Park has been decided. If they are not allowed to cut the road along the park they will build a trestle along the cliff. Work was commenced yesterday on the fourth pier, and as soon as the park difficulty is settled the work will go on more rapidly.

11/08/1898 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

Stone for the piers on the Hull side of the Interprovincial bridge is being brought in by the O.A. & P.S. railway from Douglas.

12/08/1898 *Ottawa Free Press* *Montreal and Ottawa* *Leonard*

Last night part of a train of flat cars engaged in ballasting the Montreal and Ottawa railroad was derailed near Leonard, 12 miles from the city. Some miscreant had placed a plank across the track and piled some stones upon it.--

23/08/1898 *Ottawa Journal* *Montreal and Ottawa*

The Montreal and Ottawa Railway, the new CPR short line between the Capital and the metropolis of Canada will be opened for traffic on Sept. 4th. The train service will be announced later.

As announced yesterday, the M&O will be able to enter Central Depot on and after 28th inst.

24/08/1898 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

The last pier for the bridge across the Ottawa river to Nepean Point was sunk yesterday.

24/08/1898 *Ottawa Citizen* *Montreal and Ottawa*

The Montreal and Ottawa Railway is being inspected today. The party left Ottawa at eleven o'clock and will go over the line as far as Vaudreuil where it joins the Ottawa and Quebec section. Messrs. C.W. Spencer, general superintendent; D. McPherson, division engineer; H.B. Spencer, divisional superintendent; J.B. Elliott and E. Leonard, superintendent of construction, accompanied the party. It is expected that regular train service will be operated by the 5th of September.

Messrs. Thos. Tail, general manager of the C.P.R., C.W. Spencer, General superintendent, H.B. Spencer, division superintendent, D. McPherson, division superintendent, J. Elliott, master mechanic, R.W. Leonard, manager of construction, and Government Inspector Johnson, made the inspection trip over the new line of the Ottawa and Montreal Railway, arriving home last evening on express No. 7. The new line between Ottawa and Plantagenet was gone over and everything found to be in a satisfactory condition. The rails are of 73 and 80 pound steel and the road well ballasted. The inspection train was run over some parts of the road at the rate of 65 miles per hour. The line is equipped with McPherson safety switches and frogs and all the modern improvements. The road will open on September 5th.

The road runs through one of the finest farming portions of Eastern Ontario. The county of Russell has never before had the railway accommodation it was entitled to and the new road will be largely patronized by the people in that locality.

The portion of line inspected was particularly that between Ottawa and Alfred, a distance of 42 miles. The other sections of line had been previously completed, and gone over.

After leaving Alfred, where the inspection work finished, head was given to the locomotive, and between there and Montreal an average speed of 64 miles per hour was attained.

It is expected that connection will be made at the Ottawa end into the Central station by the end of the week.

The completion of the link between Ottawa and Alfred puts the whole line in working condition, and regular passenger service will commence on September 5th. Two trains a day will be put on between Montreal and Ottawa; from Montreal trains will leave at 9.45 a.m. and at 12.45 p.m., and from Ottawa at 8.15 a.m. and 3.50 p.m. each day.

The timetable, however, may be altered in the near future.

First train out of Ottawa will leave at 8 a.m. on Sept. 8th (sic)

Note Monday fell on September 5

The first train out of Ottawa on the Montreal and Ottawa line will leave the Central Depot at 8.15 a.m. on Monday September 5th (sic). The first train to arrive over the line will enter the Central Depot at 12.45 noon.

The line is the shortest between Ottawa and Montreal. It is one of the best in Canada and has been equipped throughout in the most modern way. Only the best steel rails have been used, special attention has been given to the ballasting and the stations along the line are well built neat buildings. The line will be included in the division of which Mr. H.B. Spencer of Ottawa is Superintendent.

The opening of the new line will necessitate a change in two of the Montreal-Ottawa trains now running on the North Shore line. The trains which arrive from Montreal at 1 a.m. and which leave Ottawa at 3.45 p.m. for Montreal have been taken off and the trains on the new short line will take their place.

The trains,

The times of the running of the trains on the new line have been arranged as follows.

M&O Line

Eastbound

Local express leave Ottawa 8.15 a.m. arrive Montreal 11.45 a.m.

Through fast express leave Ottawa 3.50 p.m. arrive Montreal 6.45 p.m.

Express leave Pt. Fortune 7.00 a.m. arrive Montreal 8.45 a.m.

Express leave Rigaud 8.05 a.m. arrive Montreal 9.35 a.m.

Mixed express leave Plantagenet 2.30 p.m. arrive Vaudreuil 5.50 p.m.

Mixed express leave Ottawa 5.00 p.m. arrive Plantagenet 7.05 p.m.

Westbound

Through fast express leave Montreal 9.45 a.m. arrive Ottawa 12.45 p.m.

Local express leave Vaudreuil 5.10 p.m. arrive Ottawa 7.45 p.m.

Leave Montreal 5.15 p.m. Pt. Fortune 6.55 p.m.

Leave Montreal 6.15 p.m. Rigaud 7.40 p.m.

Leave Vaudreuil 10.55 a.m. Plantagenet 2.05 p.m.

Leave Plantagenet 7.00 Ottawa 9.15 a.m.

All the abovementioned trains will run daily except Sunday. A Sunday train between Montreal and Plantagenet will make a return trip every Sunday morning.

The fast train from Ottawa will make the distance to Montreal in two hours and fifty-five minutes.

The despatchers who will look after the despatching of the trains are Messrs. F.M. Spaidal, chief; J.F. Cole; J.L. Bond; R.W. McCormack; W.R. Fowler and F. Dillinger.

First train on Monday. Everything ready for first train on the M&O to leave Central depot Monday. Doesn't add much.

The first regular CPR to leave the Central Depot Ottawa pulled out yesterday morning at 8.15 o'clock. Considerable interest was taken in the event by a large number of people who assembled at the station before the train's departure. Quite a large number were on board and journey over the new line.

Mr. H.B. Spencer, superintendent of the line took the trip. Conductor Younger and Engineer Corrigan had charge of the train. It consisted of the regulation express, baggage and passenger coaches.

The first train arrived at 12.45 noon. Mr. C.W. Spencer, General Superintendent, accompanied by Mrs. C.W. Spencer came in on this train. Quite a number of others were on board, among them many Montrealers who wanted to see the new line.

The afternoon train, the fast express leaving at 6.50 o'clock was also well patronized. The 5 o'clock train to Plantagenet was also well-filled.

The splendid road-way solidly ballasted, heavily railed and almost free from grades or curves enabled remarkable time to be made by the through express trains yesterday, and it was evident that the expectation of getting through to Montreal in extremely fast time next year would be amply fulfilled. There is no finer piece of railway in the Dominion. All the CPR men were highly pleased by the showing yesterday.

The first regular train over the new short line to Montreal ran yesterday, carrying a large number of passengers. The engine which hauled the first train was No. 379 with M. Corrigan as engineer and D. Louth was the conductor. This train left at 8.15 a.m. The other trains which covered the road for the first day were pulled by locomotive No. 275 with Mills Foster for driver and locomotive No. 381 driven by Charlie Theberge. These trains left the city at 3.50 p.m. and 5 p.m. respectively.

By special arrangement with the C.A.R. these engines and all others connected with the manipulating of the traffic will be installed in the roundhouse at Ottawa East.

The new line is a credit to the contractors, and a tribute to the progressiveness of Canada's greatest railway.

Newspaper day on the CPR

Montreal and Ottawa reporters go over short line.

New property of the company under journalistic eye - something about the new Hotel Viger in Montreal

The new short line of the Canadian Pacific Railway from Ottawa to Montreal was yesterday "passed upon" by the newspapermen of the capital and the metropolis.

The Moguls of the company had been over the road before it was opened to the public on September 5, and had decided they were the owners of a piece of property upon which they might safely ask the criticism of the newspapers.

So it was arranged that each of the principal papers of Montreal and Ottawa should be requested to allow a representative to become the guest of the company and take a trip over the new line.

The run was made yesterday in a Pullman car attached to the regular morning train from Montreal. The train leaves there at 9.45 and reaches Ottawa at 12.45.

When the party arrived at the Windsor Street station, Mr. C.E. Usher, general passenger agent of the C.P.R. was on hand with cabs and a hatful of pleasantness, and took them to the Place Viger Hotel, the new hostelry the CPR has built on Craig Street, near St. Denis, in conjunction with the new CPR East End depot.

This hotel, which is intended as a rival (or better) of the swell Windsor Hotel was opened about two weeks ago.

At the Place Viger breakfast was served.

The Hotel Viger

Full description omitted

The Railway Station

The railway offices occupy half of the ground floor, on the side next Lacroix Street. The ticket department is laid out with all the ornateness that modern railway ideas could suggest. The rotunda is not as large as that at the Windsor Street station, but the trappings quite as up to date. The baggage room to the left of the ticket office is unusually roomy.

Further details omitted

The Hotel

Details omitted

The trip.

When the train left Windsor Street depot it had on board representatives of the Star, Herald, Gazette, Witness, La Presse, Le Monde, Le Minerve, La Patrie of Montreal and the Free Press, Le Temps, The Journal of Ottawa. Mr. Usher and Mr. Lalonde, travelling passenger agent, were along to show off the fine points of the road. As far as a description of the road is concerned that is not necessary here. When the road was inspected by the company a month or so ago, a Journal man was along and wrote up the country through which the line passes.

A few words are however in order so far as the road bed is concerned. Since the company's inspection the ballasting has been completed. Yesterday the train ran delightfully smoothly. Though the trip, 112 miles was made in three hours, a time of about 38 miles per hour, including stops, there was practically no jarring, even on the rear car where the newspapermen were. The 72 lb. rails and the careful way the road was built, with a view to a 2 1/4 hour service next spring. Officials of the company made a special run to Ottawa one day last week in two hours and a quarter. They say the train "ran like a bird."

The party, on arrival at Ottawa, were taken to the Russell House where luncheon was served. Afterwards, Mr. J.E. Parker, city ticket agent, assumed charge and took "the boys" as he called them, over the city on the electric cars. Those who had not been to this handsome town of ours seemed to be much struck with the beauties on every hand, and at the go aheadness apparent.

At 3.50 the Montreal men, accompanied by Mr. Usher took the train back to the metropolis. Mr. H.B. Spencer, superintendent of the line was at the station to see them off.

The outing was a pleasant one.

The train crew on the up trip was an all Ottawa one. It consisted of Conductor Alex. Younger; Baggage man W. Perry; Brakeman E. Yale; Engineer C. Theberge; Fireman C. Carrouth. Porter W.H. Post of Ottawa was in charge of the special parlour car.

As a fitting climax to the inauguration ceremonies in connection with the new Ottawa and Montreal short line, the officials of the road introduced a party of Montreal and Ottawa newspaper men to it, at the same time making it an occasion which will remain green in the memory of the scribes for many days to come. Incidentally, of course, the many advantages of the Capital were impressed upon the less fortunate of the party who are by misfortune compelled to reside in the metropolis. This was done with the assistance of the Ottawa Street Railway Company, with whom arrangements had previously been made for a private car. It met the unsophisticated Montreal journalists at the depot, and the Ottawa men immediately let themselves loose in the way of praising their burg.

The car travelled over the many streets, and it is safe to say the many marvelous things presented to the Montreal gentlemen will be long remembered.

The Ottawa contingent was along more for the purpose of explaining the many beauties of this city than anything else, and this they did as only newspaper men can. In order that the strangers might not get lost in the highways and byways of the Capital, the representatives of the Journal, Free Press, Le Temps and The Citizen agreed to go down and chaperone them as it were. A sleeper was side tracked at the Union station Tuesday evening and during the small hours of the morning the local men stole in and went to sleep. At eight o'clock they were awakened in the Windsor depot, Montreal and, accompanied by Mr. C.E.E. Usher, the general passenger agent of the C.P.R., repaired to the palatial Place Viger Hotel where breakfast was partaken of.

On the "inner man" being satisfied, the party journeyed back to the Windsor street station and the return trip was begun. The beautiful view of the Lake of the Two Mountains, Caledonia Springs, etc., were all enjoyed and everyone expressed themselves as more than satisfied with the new line connecting Canada's two great cities.

The short line has already been "written up" in the Citizen and all residents of the Capital are sufficiently familiar with it. Suffice it to say that now Montrealeers have so quick a service to the Capital it is to be hoped they will appreciate it.

Work stopped on Pier no 2.

Details not taken.

Owing to decision of Chief Engineer.

The work on the pedestals of the Interprovincial Bridge piers on the Hull side is about completed and will be finished by the end of the month. Work on the piers has been suspended for a day or so on account of the foreman Adgate having to leave the city.

Work on the Interprovincial bridge has been resumed. Mr. Beemer today denied that the work on pier No. 2 had been shut down by the government on account of defective concrete. Pier No. 2 is the most extensive work of its class in Canada and is built 76 feet below the surface of the water. About 25 feet of concrete has been placed in the pier and it is of such immense dimensions it was thought advisable to cease work in order to give the material a chance to set. It was also proposed by Mr. Schreiber that the coffer dam should be pumped out and the remaining 50 feet of pier built on a dry surface. Some time will elapse before this can be done. In the meantime, Mr. Beemer says, everything is turning out satisfactory to the government and the bridge company are fulfilling their contract according to the specifications. No fault has been found by either the government inspector or the company's man. The coping for pier No. 4 has arrived and will be placed by next week.

01/12/1898 *The Equity, Shawville* *Montreal and Ottawa* *Interprovincial Bridge*

The sixth pier of the Interprovincial bridge was commenced today. Work has also been commenced on the large abutment to pier one at Nepean Point. This is for the purpose of holding the span. The work on the approaches on the Hull side is being rapidly carried to completion.

07/12/1898 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Construction work on the Interprovincial Bridge is, for the present, practically confined to excavating for the shore pier on the hull side, the mason work of which will be proceeded with during the winter. Of the five water piers four have been complete. Operations on the fifth have been suspended pending completion of some arrangement with the chief engineer of the Railways and Canals Department for testing the work already done upon it. More. Cornwall collapse, diamond drilling, so far well executed.

19/12/1898 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

At the Interprovincial bridge work is going on steadily. On the Ontario side of the river about 100 yards of stone for use on the piers have been cut. Excavating for the pedestals is being pushed forward. On the Hull side pier No. 6 is being erected. Preparations for placing the concrete are being made. The pier will be 31 feet long and 13 feet wide at the base, tapering to a width of 8 feet at the top. When the ice on the river is sufficiently strong the work of drawing stone from Nepean Point to the Hull side of the river will be commenced. This stone will be used for building a large protection wall for pier No. 6. The stone at the Point has been found to be exceptionally good for building purposes.

24/12/1898 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

Pier No. 6 on the Hull side of the Interprovincial bridge will be ready for concreting next week. The frosty weather has had no effect on the work. Steam pumps are working night and day in order to keep down the water. On the Ottawa side excavating continues.

27/12/1898 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

Petition to save the appearance of Major's Hill park.

29/12/1898 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

The pumps for draining the water from the excavation made for pier No. 6 on the Hull side of the Interprovincial bridge will be kept working day and night until the pier is completed.

07/01/1899 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

The concrete for pier No. 67 (sic) on the Hull side of the Interprovincial bridge will be ready tomorrow. Excavating on the Ontario side continues.

23/01/1899 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

Work on pier No. 6 of the Interprovincial bridge will be delayed for a few weeks as the stone from Nepean Point, which was to have been used, has been found unfit for the purpose. The stone will be brought from Terrebonne.

24/01/1899 *Ottawa Citizen* *Montreal and Ottawa* *Hurdman*

Mr. W.W. Young, of the Union Signal and Switch Co. of Swissvale, Pa., is in the city arranging for the installing of one of the company's switch plants at Ottawa East, where the C.P.R., C.A.R. and O. & N.Y. roads cross.

This plant, which is in operation in the railway yards in Toronto and other large centres, is a complex and ingenious arrangement. By it the entire system of switches is brought under the control of one man, stationed in a central tower giving full view of the tracks and switches under his control. The different signals, switches derails, etc. are distinguished in the usual way by the standard colored lights and discs. Each switch is connected to the central tower with levers numbered and colored correspondingly. These are ranged in rows and under the immediate control of the operator. When he wishes to clear a line he works the levers attached to the switches along that line, some of which may be a long distance off. The switches are interlocked both in the tower and at the track, so that the latter is made absolutely safe, which is shown by the connecting signals. Should the operator make a mistake or neglect his duty, the switches through the signals show this end and the oncoming train is brought to a standstill.

14/02/1899 *Ottawa Free Press* *Montreal and Ottawa* *Plantagenet*

C.P.R. to erect a summer hotel at the springs. More.

08/03/1899 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

The Interprovincial Bridge is commencing to bear more the semblance of a bridge than formerly. On the Hull side two of the piers are finished, while the third, the channel pier, is only half completed. It is fifty-four feet nine inches in height. Intervening between this and the first pier on the Ottawa side will be a clear span of 500 feet. The coffer dam for the channel pier on the Ottawa side is sunk, and already contains 24 feet of concrete. On top of this is 34 feet of water. Mr. Collingwood Schreiber has ordered all the water to be pumped out, but the contractors are afraid that the coffer dam would not stand the strain of so much water pressure from without. So that this pier will not be proceeded with at present. The two other piers on the Ottawa side are almost complete. A large gang of men are at work upon one which juts out from the rocky embankment at Nepean Point, and seems, for the most part, to be embedded in it. This pier is being constructed out of limestone taken from the embankment and quarried on the spot. Some more of the cliff has yet to be blasted away.

11/03/1899 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

Business is brisk at the Interprovincial bridge this week. About 20 extra men have been placed on the work on the Ontario side and the abutment will be completed in about a week. The building of the pedestals has commenced and will be completed without delay. Mr. J.P. Dunne stated today that, although there was 22 feet of anchor ice around pier No.2, he did not think the pier would be affected by it in the spring. Work on the Quebec side will be recommenced in about two weeks.

During the past four days the Dominion Government has been testing the quality of the concrete placed for the foundation of pier No. 2 of the Interprovincial bridge.

Cores are being taken out of the pier with a diamond drill and yesterday a diver was sent down in order to ascertain the solidity of the concrete.

So far everything has resulted most satisfactorily and no fault has been found in the construction. Some doubt was entertained as to the probable settling of the cement as it was not placed on a dry surface, and this has led to the test being made.

The construction of the pier was begun last fall and hopes were entertained by the bridge company for its completion by this spring. A coffer dam constructed of heavy beams and about eighty feet in depth was sunk. Into this mixed concrete was deposited by means of a water tight iron clam which was operated by means of a derrick.

Before operations were commenced, however, the rock at the bottom of the river was sounded with a drill and everything was found to be in first class condition. Considerable difficulty was experienced in settling the coffer dam, as the rock was found to be uneven.

The difficulty was overcome, however, by a diver going down in the uneven parts and placing large bags of cement until the whole surface of the rock was level. The work then went ahead until twenty five feet of concrete had been placed in the dam, and then the government, in order that this might set, had the work suspended.

Mr. Collingwood Schreiber, deputy minister of railways and canals, speaking of the work, said: The Cornwall bridge disaster has been the means of causing the close scrutiny to be observed in the construction of pier No. 2 and everything done must be up to standard or it will not be sanctioned by the government engineer. The specification calls for the concrete for the foundation of the pier being placed on a dry base as this is the surest and safest way, and this has not been done by the bridge company.

Of course the concrete as it has been put in the cofferdam turns out hard, and satisfactory, the work will be passed, but it must be up to the standard.

01/04/1899 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

The last big pier on the Ottawa side of the Interprovincial Bridge was completed today. The corresponding structure on the Hull shore is nearly finished and but a few more smaller piers remain to be laid. The masonry work will commence in a few weeks, as soon as the water goes down, and early in the summer everything will be in readiness for the ironwork. This will not be completed, however, until fall when the top will be put on as quickly as possible.

07/04/1899 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

The Interprovincial bridge company on Saturday last completed the work of placing the concrete in pier No. 2 of the bridge. The cofferdam has been filled with cement to a depth of 70 feet. Mr. Adgate, managing contractor of this branch of the work, stated in all probability placing the remainder of the stone work on the piers on the Hull side would commence right away. The pedestals on the Ontario side of the river have been completed, also the large abutment for the support of the iron work. No work is in progress on the Hull side of the river.

12/04/1899 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

A contract aggregating nearly \$200,000 is being closed this week with the Dominion Bridge company of Montreal, for the iron and steel work on the Interprovincial bridge between Ottawa and Hull.

The contract will include the construction of five immense spans in addition to a great deal of heavy trestle work.

It will be built of the finest grade of steel throughout and the structure will be ready to be placed in position as early in the fall as possible. In the meantime, the stone and masonry work will be rushed to completion in order to be ready for the iron and steel structure.

21/04/1899 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

The spring floods on the Ottawa river have caused work on the Interprovincial bridge to be suspended for about a month. Mr. G. Adgate, managing contractor for the stone work, stated to the Free Press today that the concrete in pier No. 2 would be hard enough by that time to admit of the stone work being placed on it.

29/05/1899 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

The interprovincial bridge company is working on the Ontario side of the river. Filling in has commenced and a dry wall is being built.

No work has been done on the Hull side of the river as the company's machinery is all under water. The flood is going down rapidly and work on the Hull side will be resumed in a couple of weeks.

The iron work for the bridge is being constructed at Lachine by the Dominion Bridge Co., and will be placed on the piers in September.

A map showing the amount of work done on the piers up to April 20th, 1899 has been completed in the company's engineering department.

26/06/1899 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

The water in the Ottawa river has now lowered sufficiently to allow the interprovincial bridge company to work on pier No. 6. Pier No. 2 will not be completed for some time yet. The bridge builders expect that it will be ready for the iron work by September.

10/07/1899 *Ottawa Free Press**Montreal and Ottawa*

The utility of the C.P.R. short line between here and Montreal was evidenced yesterday and last night. Yesterday morning a wash out occurred at St. Augustine a station on the north shore line, 30 miles west of Montreal, which prevented all traffic on that line. In consequence of the washout, the Imperial Limited, both east and west bound, were run over the short line, arriving here and at Montreal on time, after going round by Chaudoe Junction. Both the east and the west "Soo" trains were also run over the short line this morning. The train from Montreal arrived at the C.P.R. depot twenty minutes ahead of the regular north shore time. The damage has now been repaired and traffic resumed.

26/07/1899 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

As to the Interprovincial bridge, Mr. Beemer said the masonry work was practically completed, only half a pier remained to be finished. This would be done as soon as the river subsided a little. The manufacture of the iron superstructure was being proceeded with satisfactorily.

10/08/1899 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

About 60 men will be placed at work on the Ontario approach to the Interprovincial bridge in a few days. Engineer Heney states that it is the intention to rush the work ahead as fast as possible. All the necessary rock cutting and road building from Nepean Point to Rideau street will be completed this fall. The right of way along the crest of major Hill park has been secured, and there is no further obstacle in the way of the work.

The steam hoists and other machinery in use on the Hull side will be put in operation on the Ontario work as the Quebec approach is nearly finished.

15/08/1899 *Ottawa Journal**Montreal and Ottawa*

Two hour passenger train service between Ottawa and Montreal on the M&O Short Line will be inaugurated by the CPR next week.

17/08/1899 *Ottawa Citizen**Montreal and Ottawa*

The Canadian Pacific sleeping car service between here and Montreal leaving here at 4.10 a.m. and Montreal at 10 p.m. will be discontinued after Sunday next. The new C.P.R. fast train will arrive here today at 12.15 p.m. This train will be composed of entirely new coaches and one of the most powerful engines on the C.P.R. will pull it.

26/08/1899 *Ottawa Citizen* *Montreal and Ottawa*

A small staff of men yesterday commenced excavation work to provide an entrance for the Pontiac and Pacific Junction and Ottawa and Gatineau railways to the Central depot from the Interprovincial Bridge. The line will run along the foot of Majors Hill Park and will not interfere with the scenic beauties of that place. The original plans, if carried out, would have had this effect, and would have cut into the park at a number of places. The latest plans, which have been approved, provide for the line extending only along the outskirts of the park. The old stone house at the foot of the locks will have to be removed and a trestle will be erected over the gap near Nepean Point. Engineer Dunne (sic) is in charge of the work. It is proposed to shortly increase the staff of men engaged in the work of construction.

02/09/1899 *Ottawa Citizen* *Montreal and Ottawa*

The first move towards bringing the line of railway from the Interprovincial bridge into the city was made today. Seventeen men started to make the grade immediately north of the Dufferin bridge. They are under the foremanship of Morris McWilliams. The work is being started just where seventy-six years ago, some filling was done to make the roadway up to Rideau street. One who saw the work done, John Shorey, was present his morning when operations commenced. Several feet below the surface was found some hemlock bark, in a perfect state of preservation, where it had lain for over three quarters of a century.

From the Interprovincial bridge to the Union depot will be a double track situated on a roadbed thirty-six feet wide. To accommodate these, a section of the wall flanking Major's Hill park at the southern end, about twelve feet in depth, will have to be cut away. For ninety feet in the direction of the river the roadbed will be made solid by filling in; the line for the rest of the distance to the bridge will run on a trestle. Dufferin Bridge has already an open space through which the rails may run, but it will be necessary to construct an arch beneath the Sappers Bridge. This will be done of stone and iron.

16/09/1899 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

The Pontiac and Pacific Junction railway is making good progress on the work of preparing an entrance for its line to the Central depot along the foot of Major's Hill park. A staff of men is busily engaged in making the necessary excavations and rails have been distributed during the past week between Nepean Point and the depot. On the Interprovincial Bridge very satisfactory progress is being made and the stone and masonry work is advancing towards completion. The iron superstructure is in course of manufacture by the Dominion Bridge Company and will be completed during the winter. It will be placed in position as soon as possible and the line bridge will then be ready for traffic.

26/09/1899 *Ottawa Free Press* *Montreal and Ottawa* *Hurdman roundhouse*

The Canadian Pacific railway has commenced the erection of a round house at Hurdman's bridge. It will be located between the C.P.R. and the C.A.R. bridges and will have four tracks leading into it.

06/10/1899 *Ottawa Citizen* *Montreal and Ottawa*

Good progress is being made on the railway construction work below the Dufferin Bridge. Two lines of track have been laid on which the waste material is carried away. Dump carts are also pressed into service for this purpose. Daily, Dufferin Bridge is lined with a throng of curious ones watching the workmen below.

17/10/1899 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

Mr. H.J. Beemer, president of the P. & P. J. and Gatineau railways, is in the city. Seen by the Free Press, Mr. Beemer stated that everything was going along most satisfactorily towards the completion of the branch of the P. & P. J. railway, between Ottawa and Aylmer and the Gatineau Railway northwards to the village of Maniwaki.

"These works," said Mr. Beemer, "together with the interprovincial bridge, are all going along nicely, and will be completed at the same time next summer. Their intended completion at the same time has been an important aim of our companies, and, I think a most advisable one, too. It is a mistake to unduly hasten to completion any of the works in particular when it is known that they are to be operated to the advantage of each other. For instance, the interprovincial bridge would be off little service now, compared to what it would be if there were ready railway communication to run over it, and this railway service is being pushed along just as rapidly as to have it completed at the same time as the bridge. In order to do this we found it necessary to increase the number of men, both between here and Aylmer and above Gracefield on the Gatineau line, and this has been done. However, this is a matter of engineering calculation, and the labor and material required for the respective works, is left entirely with the civil and mechanical engineers in charge of the enterprises.

21/10/1899 *Ottawa Citizen* *Montreal and Ottawa* *Rideau Canal locks*

The greatest interest is being taken in the railroad construction work being carried on below Sappers Bridge and along the canal. Good progress is being made as the weather continues fine. The contractors complain of a dearth of laborers, however, and are not able to rush the work as fast as they would like to. The rock cutting made necessary to establish a right of way necessitates extensive blasting operations which are carried on night and day. Danger signs are placed at the north end of Major's Hill park and men are almost constantly sounding warning blasts on the fog horns.

02/11/1899 *Ottawa Citizen* *Montreal and Ottawa*

--Here where the workmen cling like flies to the face of the cliff below Major's Hill park and opposite the foot of the locks, picking away and blasting the time work rock, a veritable mare's nest was found a short time since. --

Very flowery

picks struck massive masonry--

four large slabs of dressed stone placed in position as though sealing the mouth of a cave, treasure house or tomb.--

disclosed only a very small chamber, empty as a melon patch after a Negro festival--

Spring of clear bubbling water--

--this was Colonel By's spring, which in the early days of Bytown, was known far and wide for the purity of its crystal stream.--

10/11/1899 *Ottawa Journal* *Montreal and Ottawa*

The CPR has decided on building a spur line from a point up near Dalhousie Ward on the old St. L&O Railway tracks to the new CPR roundhouse at Hurdman's Bridge. The work of construction will shortly commence. The tracks of the new line will run down across Dalhousie Ward, through Ernest and Clemow Street, across Patterson Creek, along George Street (Stewarton) back of the Metropolitan grounds, and will strike Ottawa East at the canal on the Patterson property, north of the Graham property, will run down between the O'Gara and Graham properties, through McDermott's and Lees premises to the roundhouse. This will necessitate the filling in of part of Paterson's Creek, and the construction of a new railway bridge across the Canal.

The railway company has purchased the right of way through some of the necessary properties and secured options on the rest. The right of way alone will cost between \$60,000 and \$70,000.

The new line will be built for the purpose of shortening the distance between the CPR roundhouse on Richmond Road to the roundhouse at Hurdman's bridge, which will be used for housing the engines of the short line between Ottawa and Montreal. A shortening of distance to the extent of about 12 miles will thus be effected.

27/11/1899 *Ottawa Journal* *Montreal and Ottawa* *Interprovincial Bridge*

A great many people yesterday visited the construction works of the Interprovincial Bridge on the Hull side. Details of wooden structures supported by four scows.

The Hull Electric Company have built a spur line from Laurier Avenue to the bridge for the unloading of the iron.

No expropriation has been made in Hull yet.

The work on the construction of the approaches to the Interprovincial bridge will go on during the winter months so that they may be expected to be advanced pretty well to completion during the springtime.

The Dominion Bridge Company have just finished building two trusses on the Hull side ?? erected on barges, and the work on the superstructure will be started upon the arrival of the next consignment of iron from the company's establishment. Mr. H.D.N. Bush is the resident engineer for the work and Mr. Findlay superintendent.

13/01/1900 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

The winter's work on the Interprovincial bridge and approaches is both interesting to the general public and profitable to the working men engaged thereon. The work along the cliff front is rivaled in point of interest now by that on the bridge proper. On the Hull side of the river the iron work is being placed in position and already the spans rise to an imposing height in the air. The progress during the next few weeks promises to put an entirely different front on the whole structure. Experts on bridge building are engaged on the structure and the ease and confidence with which they work at dizzy heights leaves a great impression on the spectators below. Special machinery has been brought to the aid of the workmen, and the largest girders are handled with comparative ease.

09/02/1900 *Ottawa Citizen**Montreal and Ottawa**Sappers Bridge*

Within a few days workmen will proceed to tear away the masonry supporting Sapper's bridge to provide a passageway to the Central depot for the tracks entering by way of the new interprovincial bridge. The passageway will be 36 feet wide and the full height of the bridge. The latter will be supported by ten immense iron girders, 39 feet in length, two feet high and one foot in width. The girders have arrived and the work will be rushed to completion which, it is expected, will be around April 1st. The masonry in Sappers bridge is of an unusually solid character and the opening of the proposed passageway will entail great labor. It is not known whether the bridge is built of solid masonry or filled in with loose stone. In the latter case the expense and work involved will be all the greater. The girders under Dufferin bridge are six in number, but on account of the increased traffic over Sappers bridge, it was deemed advisable to put in extra ones under that structure.

Logs and timbers are now on the ground to be used in the erection of temporary supports. Arrangements with the government have not been completed for the handling of traffic over the bridge when the construction work is being proceeded, but it is likely that the bridge will be closed against vehicular traffic which will be turned on to Dufferin bridge.

A gang of 220 men is now engaged on the work and the track level has been hewn out through to Sappers bridge ready for ballasting and track laying.

A scheme has been mooted to cover in the space between Sappers and Dufferin bridges and to lay out a square level with these structures. As yet, however, the government has not arrived at any decision in the matter. This square would provide a beautiful breathing spot in the heart of the city and do much to enhance its beauty, as well as to offset the disadvantages arising from the railway traffic below. It has also been suggested that the increased bridge accommodation be thrown open for traffic which is now quite congested particularly on Sappers bridge.

12/02/1900 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

Yesterday work was pushed ahead on the Interprovincial bridge. A gang of 200 men were engaged removing the pontoons and superstructure and placing them in position between the piers nearer the Ontario shore. During the day some 2,000 people from Ottawa and Hull visited the scene of operations. Sir Wilfred Laurier drove across during the afternoon.

01/03/1900 *Ottawa Free Press**Montreal and Ottawa**Sappers bridge*

Arrangements are now complete for the prosecution of the work of making a passage way for the railway under Sapper's bridge to the Interprovincial bridge. While the work is in progress the north half of the bridge will be closed to passengers and vehicular traffic, although provision will be made to allow the electric cars, the tracks of which are on the side of the track, (sic) to run. The wooden trestles to be used while the old stone work will be taken away and the steel girders erected instead, are now on the scene, and the work proper will be started in the early part of next week. It will be carried out under the supervision of Mr. Frank Hibbard, engineer.

26/04/1900 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

An increased staff is now engaged on the interprovincial bridge erecting the iron work and making rock excavations. A large steam drill is being used at the stone work at Nepean Point. Operations are so far advanced that the usual rise of water in a few days will not interfere with the work to so great an extent as formerly.

05/06/1900 *Ottawa Free Press**Montreal and Ottawa*

No time has been lost in constructing the subway under Sapper's Bridge for the railway approach to the Interprovincial bridge since the work was commenced a short time ago. Men have been engaged almost night and day on the work, and it is expected by the engineer, Mr. Dunn, to be completed in the course of two or three days.

The portion of the approach between the subway and the Interprovincial bridge along Major's Hill Park and Nepean Point, is also well under way. It is calculated that this will be finished a little time before the completion of the bridge.

Just as soon as it is completed steps will be taken to beautify the edges of the cliff by foliage and to make it even more picturesque than before the railway enterprise was started.

08/06/1900 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

The high water in the river has interfered to some extent with work on the Interprovincial bridge but the pontoons have been moved from the Ontario side and placed in position further out in the stream to enable the men to proceed with the work on the cantilever span. Construction work is now being pushed ahead on both sides of the bridge.

08/06/1900 *Ottawa Citizen**Montreal and Ottawa**Sappers bridge*

In a month's time it is expected the excavation work under Sapper's bridge will be completed and the whole bridge thrown open to traffic. Already five out of the eight large girders have been placed in position to support the bridge. These are 34? feet long, 8 inches wide and 24 feet high. Nearly 25,000 cubic feet of rock has to be removed to make an opening the necessary width and height. Inside the supporting walls under the bridge loose rock was piled by the early builders and this was topped off with about a foot of clay. The workmen now engaged in removing this rock are building new walls of rock the full depth of the bridge, 24 feet.

Work was started on may 7 and a gang of 16 men have been engaged steadily ever since.

09/08/1900 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

Every day large quantities of iron are arriving for the Interprovincial Bridge. And a large gang of men are working on putting it in place.

On the Hull side there is still a great deal of work to do, There is a trestle to build and also overhead crossings of five or six streets. But in another month it is likely the iron will stretch unbroken from shore to shore.

Half the big span of 556 feet is already built and projects over from the pier. That is 278 feet of the bridge projects into the air, supported but at one end. This is likely the greatest strain the bridge will ever have, yet in the big wind storm the other day the engineers say the vibration of this span was not visible.

07/09/1900 **Ottawa Citizen** **Montreal and Ottawa** **Interprovincial Bridge**

On account of the high wind, work had to be suspended on the higher trestle work of the interprovincial bridge today. It is expected the iron work will be completed in about four weeks. All the decking or woodwork on the approaching trestle work on the Ontario side has been completed. A derrick will be placed in position to hoist the timbers for the flooring of the bridge proper from Nepean Point. Workmen are now engaged building an abutment at the southeast corner of the Coffin homestead where the railway line will lie. About eight feet will be taken off this corner and the homestead will remain standing.

25/09/1900 **Ottawa Citizen** **Montreal and Ottawa** **Interprovincial Bridge**

When twenty feet more of iron work is erected the north and south sections of the Interprovincial bridge will be joined. The great structure will then be largely completed. All the heavy iron work is in position and the bridge constitutes one of the finest pieces of engineering work in the country. After the two sections are joined considerable work will have to be done putting down walks and railings.

10/10/1900 **Ottawa Citizen** **Montreal and Ottawa** **Interprovincial Bridge**

Foot passengers are now crossing the river on the interprovincial bridge though the planking has not all been laid. Venturesome youths made the trip on the connecting iron work yesterday.

13/10/1900 **Ottawa Free Press** **Montreal and Ottawa** **Interprovincial Bridge**

Hull - the travelling crane and trestle work at the Interprovincial bridge is being taken down.

10/11/1900 **Ottawa Citizen** **Montreal and Ottawa**

The CPR smashed all the local speed records this morning. A special train on the Short Line, bringing Lord Strathcona from Montreal to Ottawa, made the 112 miles in 100 minutes.

Lord Strathcona was met by Sir Wilfred Laurier and lunched with the premier at his residence on Theodore Street.

The train ran through yards, over railway crossings and was forced to slow down several times so that the run is considered phenomenal. Engine 210 drew the train and was in charge of Engineer J. Smith and Conductor A. Chapman. The run was made over heavy track, snow having fallen for over twelve hours.

17/11/1900 **Ottawa Journal** **Montreal and Ottawa** **Interprovincial Bridge**

Drawing of bridge and summary. Largest span, diamond drilling.

The Gatineau Railway uses Canadian Pacific tracks from Hull to the Union depot. The Hull Electric Railway does not touch city limits although it connects with the OER. The Pontiac line only runs to Aylmer, and it is being built as far as Hull, and when the bridge is ready, Pontiac and Gatineau trains will cross the structure and deposit their passengers and freight in the Capital. Men are now engaged making the connections for the two railways. The Gatineau line tunneling under the Canadian Pacific railway tracks in Hull to reach the bridge.

It is expected that the first construction train will cross the bridge in December and the regular traffic may begin in January 1901. --

There has not been a serious accident among the men employed by the railway company, but one man employed by the bridge contractors was killed by a fall.

The Pontiac line is graded for five miles and several miles of track have already been laid. The company is not rushing the work because it is not desired to have the road completed before the Hull terminals are ready.

29/11/1900 **Ottawa Citizen** **Montreal and Ottawa** **Interprovincial Bridge**

Foot traffic is now well established on the Interprovincial bridge and as a consequence very little patronage is extended the ferry boat.

12/12/1900 **Ottawa Citizen** **Montreal and Ottawa** **Interprovincial Bridge**

For the first time since the big structure has neared completion a locomotive was run over the Interprovincial bridge this afternoon in connection with the construction work. The rails were laid some days ago and everything went off smoothly. The official test, however, will not take place for about three weeks when some of the heaviest engines in the city will be run over the bridge. The construction work is now receiving the finishing touches under the direction of Engineer Dunne (sic) and by the end of the month it is expected that trains will be running into the Central depot.

17/12/1900 **Ottawa Free Press** **Montreal and Ottawa** **Interprovincial Bridge**

Several work trains have passed over the Interprovincial bridge since the first one on Wednesday last. The trains were engaged in bringing supplies for the workmen.

Many people visited the new Interprovincial bridge yesterday and admired the structure.

31/01/1901 **The Record, Chesterville** **Montreal and Ottawa** **Pendleton**

Plantagenet Jan. 24. A fire occurred at Pendleton station on the CPR last night, burning the store house owned by Henry Moffatt and the Canada Hay Company in the first owned; Mr. Dwyer of Ottawa had between 3,000 and 4,000 bushels of grain ready for shipment and in the second were about 12 tons of hay, all of which was consumed. A car loaded with hay for Mr. Way of Rockland was also burned. It is stated that the loss is partially covered by insurance.

26/02/1901 **Ottawa Citizen** **Montreal and Ottawa** **Interprovincial Bridge**

The new Interprovincial bridge was inspected yesterday afternoon by City Engineer Kerr and the members of the railway and lighting committee. The structure was found to be satisfactory and conforming with the plans and specifications. A start was made from the Central depot and the bridge with the approaches on both the Ottawa and the Hull sides was carefully gone over. The work being regarded as complying with the by law, the city engineer will issue his certificate.

As soon as the certificates are received from the Dominion and provincial inspectors the bridge will be thrown open for public traffic, probably at the end of the present week. The bonus of \$150,000 will be paid very shortly.

Besides the city engineer, Ald. Masson, Davidson, Taggart, Poulin, Hopewell, Hill and Messrs. H.J. Beemer and Guy Dunne (sic) were present.

05/03/1901 **Ottawa Citizen** **Montreal and Ottawa** **Interprovincial Bridge**

The Interprovincial bridge will likely be thrown open for public traffic today, although the formal opening will be deferred until later on. Mr. Dunne (sic) chief engineer of the bridge works, stated today that the bridge will be opened immediately after the city engineer gives a certificate approving of the work, and such will be sent to city council by Mr. Kerr tonight. The certificates of the Dominion, Ontario and Quebec governments have already been received. The structure is fully completed and only needs opening to ensure a full traffic.

Mr. Collingwood Schreiber C.E., to whom was referred the dispute as to the height of the fence between the railway tracks and the roadway, has decided to approve of the work in its present form instead of ordering a fifteen fence as suggested by the city engineer. The four foot fence at present provided is the same height as on the Victoria bridge at Montreal.

01/04/1901 **Ottawa Journal** **Montreal and Ottawa** **Interprovincial Bridge**

If the present expectations of the Ottawa and Gatineau and Pontiac Pacific Junction Railway are realized the trains on these lines will be running over the Interprovincial Bridge on April 6th. The date for the formal opening of the bridge has not yet been decided upon but from present indications it will probably take place about a week later. His Excellency the Governor General and Premier Laurier will officiate at the ceremony.

15/04/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

The first runaway took place on the new Interprovincial bridge yesterday afternoon between three and four o'clock. An approaching train, which no one expected, frightened a horse driven by Mr. Lahaise, a furniture dealer, Rideau street. The horse became uncontrollable and dashed across the bridge at terrific speed. Mr. and Mrs. Lahaise jumped from the rig, the latter suffering a severe shaking and being stunned for a while. The horse was stopped on the Hull side by dashing into a buggy occupied by Mr. and Mrs. James Codd who were out enjoying a drive. Mr. Lahaise's rig escaped without damage while the wheel and back axle of Mr. Codd's buggy were badly twisted. There were a great many pedestrians on the bridge at the time and there was a lively scurrying for safety. The incident serves to emphasize the danger which exists by not having the foot walk fenced off in some way from the vehicular roadway.

19/04/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

Testing the Bridge
The new Interprovincial Bridge Structure stands the trial
With four heavy locomotives and ten flat cars loaded with stone and steel rails resting on the long span, the new Interprovincial bridge only gave a couple of inches.
A large crowd was present to witness the test and great interest was displayed regarding the testing of the new structure. Engineer G.C. Dunn states that he was highly pleased with the manner in which the bridge stood the trial while the deafening screams from the whistles of the locomotives indicated the delight of the railway men.
The first train will arrive from the Gatineau district at the Central Depot on Monday. This will be a passenger train and for the present the freights will come to Union Depot as formerly.

22/04/1901 Ottawa Journal Montreal and Ottawa Interprovincial Bridge Engin

New bridge is opened
First regular train from the Gatineau Valley arrived at the Central Depot this morning.
The first regular train of the Ottawa, Northern and Western Railway, formerly the Gatineau Valley Railway, passed over the new Interprovincial Bridge and arrived at the Central Station this morning. The trip from Hull station was made in 9 minutes and the train arrived in Ottawa at 9.30 a.m. Among those who boarded the train at Hull were Messrs. P.W. Resseman, general superintendent; Guy C. Dunn, chief engineer; J.R. Brennan, road master; H.R. Lyons, accountant; A. Henderson, Superintendent of construction; A.W.H. Stimpson, assistant engineer; Major S.M. Rogers; Ald. Desjardins; W.A. Clark; C. Olmstead; W.R. Taylor, secretary-treasurer for the Hull Electric company; and the press representatives. The crew who had charge of the train were Messrs. H.T. Hoolihan, conductor; Wm. McFall, engineer; T. Hoolihan, baggageman; R. Morrison, fireman; John Gravel and T. Charand, brakemen.
Traffic on this train was heavy, seventy-eight tickets being sold between Gracefield and Ottawa. The first ticket sold from Hull to Ottawa was purchased by Mr. John Lauzon, of Ste. Hyacinthe Street, Hull.
Each passenger on board was presented with a neat souvenir badge bearing the inscription "First regular train over the Interprovincial Bridge, Ottawa, Northern and Western Railway. Souvenir. April 22, 1901." The cars have been overhauled and repainted deep green colour and present a handsome appearance. The entrance to the bridge at Nepean Point was thronged with enthusiastic spectators as was also the platform at the Central Depot. where congratulations were extended to the officials of the road.

More about commuter ticket rates from the Gatineau.

23/04/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge Engin

The Interprovincial bridge was opened for railway traffic yesterday morning when the first train of the Ottawa, Northern and Western railway, formerly the Ottawa and Gatineau, crossed to the Central depot. The handsome engineering structure was decorated with flags as was also the locomotive and cars of the train, which was the regular morning express from up the Gatineau.
At the Hull station a large number of passengers got on, Mr. John Lauzon being the first to purchase a ticket for a passage over the new bridge. Several of the Ottawa and Hull aldermen and the officials of the railway were on board. The distance between stations was covered in just seven minutes, the train arriving sharp on time. Conductor Hoolihan was in charge and the engineer was Mr. W. McFall.
As the train entered on the bridge Mrs. Noel Valiquette, of the Cottage Hotel, smashed a bottle of wine on the locomotive. A big crowd stood on the Dufferin bridge and watched the inauguration of traffic on the line. There was no formality. A souvenir of the trip in the form of a badge was presented to all of the passengers and guests.
All passenger trains on the line will hereafter run into the Central instead of the Union depot. The train from the Gatineau will arrive at 9.35 a.m. and leave at 5 p.m.

25/04/1901 The Equity, Shawville Montreal and Ottawa Interprovincial Bridge

On Thursday last the new interporvincial bridge at Ottawa was tested with four heavy locomotives and ten flat cars loaded with steel rails and stone. This immense weight was allowed to stand on the long centre span whichw as only depressed a couple of inches. The test was considered highly satisfactory. Gatineau passenger trains will run into the central depot over the bridge this week.

04/07/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

Workmen are engaged shifting the sidewalk leading to the Interprovincial bridge on the Hull side. The work for a distance of about 25 yards will be moved two feet. This is being done to provide an easier course for the electric tracks leading from Ottawa. None of the wires have been strung as yet and the track laying is not yet completed. Cars will not be running for several days yet.

The City of Ottawa by virtue of an agreement entered into on Dec. 14, 1893, signed on behalf of the Pontiac and Pacific Junction Railway by Mr. H.G. Beemer and H.L. Maltby, secured control of the tram and streetcar franchises over the Interprovincial bridge. The consideration therefore was a bonus of \$130,000. The railway authorities have undertaken to ignore the city's vested rights in this respect and have entered into an agreement with the Hull Electric Railway to allow that company to use the bridge without any reference to the city whatever.

Sets out the clauses--

If the above means anything it is that the city controls the terms on which the bridge highway shall be used by street cars and any arrangements must be submitted to the city and ratified by a by law. The railway company now endeavors to explain its position by stating that the Hull Electric cars, while on the bridge, are P. & P. J. cars and not street or tram cars. That question may be a nice one for the courts, but if they are P. & P. J. cars they should run on P. & P. J. tracks and not on the bridge highway which is specifically mentioned in the agreement as being under the control of the city.

When Mr. Maltby evolved his ingenious argument that the Hull electric company's trolleys by a Jekyll - Hyde transition become P. & P. J. cars the moment they touch the bridge he overlooked the large and extremely ugly advertising sign which, for some reason is allowed to disfigure the eastern end of Sappers Bridge explicitly contradicting Mr. Maltby.

The principle involved in the enforcement of the agreement may be a matter of the utmost importance in the future as the population of both cities increases. The time to settle the question is now, and the question is: Which controls the franchise rights for street railways to use the bridge, the city of Ottawa or the railway company?

According to the experience of a Citizen reporter the P. & P. J. railway issues tickets which it won't accept on its own cars - that is supposing Mr. Maltby's statement to be correct.

If you see a big sign at the end of Sappers Bridge saying, "This way to the Hull electric railway," and you see a trolley car marked "Hull electric railway," pointing towards Hull. You must understand that the car is not Hull electric car. It isn't 'cause Mr. Maltby told us so.

Mayor Morris has had several conferences with Mr. H.J. Beemer regarding the naming of the beautiful new bridge from Hull to Nepean Point which he constructed. The mayor has been urging Mr. Beemer to call the new structure Alexandra bridge in honour of the present Queen-Empress, and that it be officially opened and christened by the Duke of York. The mayor points out that the Victoria bridge at Montreal was opened by the Prince of Wales, our present King, and was named after his mother, our late beloved Queen. The mayor thinks that there could be no more fitting opportunity than to have the son of our present Queen-Empress dedicate and formally open the beautiful new bridge which now joins the cities of Ottawa and Hull. The whole function could be performed from parliament hill in rear of the library by the touching of an electric button by the Duke and instantly the name would appear in colored electric lights on the bridge from the Hull to the Ottawa side. If desirable, Mr. Beemer himself or some member of the reception committee could touch another button and a blazing motto of Welcome to the Duke and Duchess would appear. The mayor believes that the suggestion will be seriously considered by Mr. Beemer and probably carried out.

Mr. Warren Y. Soper today made a suggestion, which, if carried out, will provide a far finer entrance for the Royal party than has hitherto been contemplated. Mr. Soper thought that it was possible that the Royal party would come from Montreal on the North shore line. A switch would be laid from the CPR tracks to those of the Ottawa Northern. Then the Royal train would enter the city over the Interprovincial bridge and go along the canal bank to the Elgin street depot. If this is done the CAR will keep the tracks along the canal bank clear of other trains, in order that the magnificent view that this entrance affords will be clear for the Royal visitors.

This suggestion, it is said, will in all likelihood be adopted.

As was announced some time ago when the decision was agreed upon by the committee, the royal party, unless present plans are changed, will come to Ottawa by way of the North shore line of the C.P.R. and cross the Interprovincial bridge thence proceeding to Elgin street. When the matter of entrance was discussed the suggestion was made that the train be brought up the north shore, cross at the C.P.R. and be taken around by Chaudiere Junction to Elgin Street station. , but the C.A.R. officials who were present did not favor that route. The Interprovincial Bridge route was then unanimously agreed upon. It is said to have been originally suggested by Her Excellency on account of its picturesque ness.

Mr. W.Y. Soper, chairman of the transportation committee, is heartily in accord with the decision arrived at and arrangements are now being made to carry it into effect.

Work on Hull's new Union Station will be commenced shortly, the plans having been accepted by the city council. The station will be built on Chaudiere Street at the juncture of the Ottawa, Northern and Western and the PP&J Railway. The building will be a neat brick structure costing about \$5,000. It will be completed before the end of the year.

The sweep of yesterday's tornado was felt most heavily in the Ottawa river and one of the worst effects was the havoc wrought to the special decorations on the Royal Alexandra bridge. The elaborate electric installation which was to have blazon forth the name in letters of fire was completely wrecked. The whole mass of wiring, framing and supports was torn from position and swept over the bridge, temporarily suspending traffic on the bridge and entailing a loss of at least \$2,000 in electric work. To repair the damage in time to have the full electric display on Friday night, as contemplated, will tax the efforts of the contractors.

Account of the Royal visit. "At 11.30 the Royal party drove over the Alexander bridge and through Hull..."

Account of Royal visit. "As the canoes passed under the Royal Alexander bridge there was a large crowd waiting for the Royal party"

Sharp on time the royal section started westbound at 12.30 o'clock. The train went out by the Central station, across the Interprovincial bridge, through Hull and across the Suspension (sic) bridge over the Chaudiere. This not only gave the royal party opportunity to see some of Ottawa's best scenic environments, but avoided passing through lumber yards and the shunting that would be necessary to reach the C.P.R. track. The conductors on the trains will go as far west as North Bay where a change will be made. The engineers will be changed at Chalk River.

The crossing dispute

Argument was heard yesterday in the Court of Appeal

Toronto Jan 30. The case of the Montreal and Ottawa Railway company vs. Ottawa, involving a crossing on the Richmond road, over which there was such an exciting time between the city police and the railway authorities, was up for argument today in the court of appeals. Argument was still in progress when the court adjourned and will be concluded tomorrow. Mr. Veity represented the city and Mr. Nesbitt and Mr. Curir the railway company.

Good Ticket Wrong Train

An Ottawa lady who says she bought a Canada Atlantic Railway ticket for Montreal and who then boarded a Canadian Pacific railway train at the Central station and was put off in a steep embankment in Ottawa east is suing the Canadian Pacific Railway for \$1,000 damages. The lady is Miss Olivine Schinck and Mr. J.R. Osborne, barrister, represents her.

Miss Schinck alleges that she bought a Canada Atlantic railway ticket to Montreal on December 14th, 1901, and boarded a Canadian Pacific train, but when the train was passing through Ottawa East and was on top of the steep embankment the conductor discovered that the lady's ticket was only good for the Canada Atlantic. The train, she says, was slowed up, but not stopped, and Miss Schinck, bag and baggage, was thrown off into the snow on the side of the embankment. Her trunk slid like a toboggan, to the bottom of the embankment and banged up against a fence. Miss Schinck says she was injured. Two men who were passing saw the woman's plight and carried her trunk to the roadway. Miss Schinck was driven to her home and was sick in bed for several weeks after the incident.

It is alleged that there is not sufficient direction at the Central Station to prevent passengers from taking the wrong trains. The men who saw the lady put off the train and carried her trunk will be summoned as witnesses.

15/04/1902 *Ottawa Journal**Montreal and Ottawa*

CPR considering double tracking the short line.

16/07/1902 *Montreal Gazette**Montreal and Ottawa*

Opens New Service

Imperial Limited Starts on Journey to Coast

Extract.

The entry into the capital was made over the picturesque short line route, the first time for a transcontinental train.

At the Central Station Mayor Cook and other prominent citizens boarded the train and made their way across the Ottawa river on the Alexandra bridge, around Hull and across the river again, and into Union station. By this route a saving of one hour is accomplished in the trip from Canada's commercial centre to its capital, the time being three hours instead of four as formerly.

28/09/1903 *Ottawa Journal**Montreal and Ottawa*

Collision in Rideau Yard. See account in accident file.

23/09/1904 *Ottawa Journal**Montreal and Ottawa*

Man killed by trestle near Ottawa East. Located just north of the switch with the O&NY. Includes sketch map.

26/11/1904 *Ottawa Journal**Montreal and Ottawa*

Special train is decorated.

The special train which will convey Lord and Lady Minto and party to Montreal this afternoon is composed of three coaches and a baggage car. The coaches are the Governor General's private car "Victoria" a CPR Private car "Canada" and a third CPR private car.

Decorated

The cars were switched to the Central Station this morning.

The special will proceed to Montreal by CPR short line. It is due to leave the Central station at 4.00 o'clock sharp.

11/09/1905 *Ottawa Journal**Montreal and Ottawa**Hammond*

Wreck of Soo train. See account in accident file.

September 12 edition contains three line drawings of the wreck.

14/09/1905 *Chesterville Record**Montreal and Ottawa**Hammond*

A serious rear end collision between the Imperial Limited and the Soo express occurred at six o'clock this morning at Hammond twenty three miles below Ottawa on the CPR short line to Montreal. The Imperial Limited, which was running behind time ahead of the Soo broke in two on a grade. A brakeman was sent back with torpedoes to keep the trains apart, but evidently he was not soon enough or else he did not get far enough back to prevent the collision.

Fortunately no lives were lost although three train hands are seriously injured and two passengers slightly. The train hands are John Godfrey of the Soo train whose home is in Ottawa, injuries in the back and fractured ribs.

D. Cole, sleeping car porter, coloured, Detroit, left arm fractured and internal injuries.

D.H. Cardwell, sleeping car porter, coloured of Washington DC, skull fractured.

Doctors regard these three cases as serious.

Mrs. Harriet Keene of Whitman, Mass, was injured in the face. Mrs. J. Fagan of San Francisco, also sustained slight injuries.

The crew of the Soo only had time to jump for their lives, one on either side of the track. Fortunately the car of the Imperial Limited contained no passengers but was coming down empty from North Bay. Other the loss of life would have been certain, for it was literally smashed to matchwood. Cole, the porter, was in this wreck, and so completely buried that it took an hour to dig him out. The next sleeper from the end held a number of passengers who were in their berths at the time. All were badly shaken up and most sustained slight cuts. The rear of this coach containing the wash room was badly broken and the car was ditched.

In response to telegraphic messages Doctors Kird, McCarthy, Grant, Power and A.T. Shillington hurried down to the scene of the accident from Ottawa, and ministered to the injured. They were brought back to Ottawa by special, the train hands, who are being looked after in hospital. The spot where the smash happened was one mile from Hammond station.

The Imperial Limited is scheduled to run one hour ahead of the Soo. She was about forty minutes late, however, whilst the Soo was on time.

The break on the Imperial Limited had been noticed and the train crew were recoupling when the collision occurred. Another two or three minutes would have seen the transcontinental safe on her way again.

21/09/1905 *Ottawa Journal**Montreal and Ottawa**Ottawa Terminal*

CPR has secured options on a number of properties on the west side of Nicholas street between the Canada Atlantic tracks at the "deep cut" and Laurier avenue east, besides having purchased property between Laurier bridge and Nicholas street fronting on Laurier avenue. It is the intention of that company to purchase all that property on Nicholas street lying between the Canada Atlantic tracks at the "deep cut" and Laurier bridge.

...

The traffic of the CPR by the Central Depot since the opening of the short line to Montreal has increased to such magnitude that the yards at the "deep cut" are entirely inadequate to the requirements. Added to this the CPR have no right to allow rolling stock to stand on these tracks and must bring all cars and engines around by Alexandra bridge and through Hull to the Union station. Much time is wasted and energy lost in handling cars ...

Next day - CPR does not secure all land - may have to resort to arbitration..

September 25 - Little difficulty over the Nicholas street property. Two owners only are holding out - arbitration probably will be resorted to..

26/09/1905 *Ottawa Journal* *Montreal and Ottawa* *Ottawa Terminal*

Change in CPR plans.
May take strip east of Nicholas street..
Would also take property from O&NY..

02/10/1905 *Ottawa Journal* *Montreal and Ottawa* *Ottawa Terminal*

CPR new freight shed.
The Canadian Pacific Railway has written the city council regarding its proposed developments along the Rideau Canal within the city. It states that it proposes to establish a freight shed and yards on the property between Nicholas street and the CAR tracks south of Laurier ave. east. To utilize this property an entrance to it will have to be obtained along the west side of Nicholas street.
Before making a formal application to the Railway Commission for power to take over the portion of the street required, the company would like to have the city's consent.

23/11/1905 *Ottawa Journal* *Montreal and Ottawa* *Ottawa Terminal*

C.P.R. has filed much more extensive plans.
Greatly increased area for trackage and freight purposes.
Whole block from Ogoode south to the tracks and from Cumberland west to the GTR.

15/12/1905 *Ottawa Journal* *Montreal and Ottawa*

C.P.R. after two new tracks
Hon. H.R. Emmerson will hear an application by the Canadian Pacific Railway tomorrow for a couple of tracks for their own use along the canal bank and through the Central Depot. The idea is that these tracks may be used for a through line.
It will be maintained by the CPR that there is enough accommodation for the other roads after they have been provided for.
The Grand Trunk Railway will be heard at the same time and no doubt will oppose the proposition because in its taking over the Canada Atlantic lease held by J.R. Booth for the canal reserve was part of the assets..
Dec 19 - application of CPR will likely not be entertained.

13/02/1906 *Ottawa Journal* *Montreal and Ottawa*

Canadian Pacific Co. purchases for their canal bank entrance.
List of property already bought and to be bought.

28/02/1906 *Ottawa Journal* *Montreal and Ottawa*

D. M'Nicoll of the CP outlines company's plans.
If proper facilities are not given at the Central Station a new line will be built to the Union station via south of the city.
More.
Would construct a line round the south end of the city to Dow's Lake and run all its through trains directly over it to Union station. To near the Exhibition Grounds to connect with the CPR near Dows lake.

...
Would like to see removal of the coal sheds near Ann street..These had been placed there simply to block the O&NY.

09/04/1906 *Ottawa Journal* *Montreal and Ottawa*

CPR entrance issue creating wide interest. Article with pictures - get copy.

10/09/1906 *Ottawa Journal* *Montreal and Ottawa* *Rideau Roundhouse*

Engine backs through a wall
Is now on rocks back of roundhouse.
At the Rideau round house of the Candian Pacific railway at Hurdman's Bridge, this morning an engine broke through the back of her stall and almost into the water. The round house is slightly elevated to bring it on a level with the main line tracks and the big engine fell a few feet. She is sitting upright on the rocks and the wrecking crew is jacking her up to put rails under her. The accident happened about 7 a.m. The men had lighted her fires and not noticed that the throttle was slightly open and the lever set off the centre. When steam accumulated it found its way into the cylinders and the engine backed up, plunging through the rear wall. The steam failed before she reached the water.
Tuesday September 11. Engine again on track,
There was a gang of men working all day yesterday and all last night at the C.P.R. Rideau Round House, where engine 209, used on the short line, had broken through the back of the round house and almost stood on end on the bank of the river. The engine was again on the tracks. Engineer Ingram, who was in charge of the engine, could not stop it on the incline into the round house.

28/08/1907 *Ottawa Journal* *Montreal and Ottawa* *Interprovincial Bridge*

The Department of Railways and Canals has arranged that there shall be two tracks from the new Central depot to the Interprovincial Bridge. Deputy Minister Butler with representatives of both G.T.R. and C.P.R. companies visited the ground yesterday and it was decided that two tracks should be put in. The G.T.R. and C.P.R. were both satisfied with this arrangement and the plans will be amended accordingly.

12/09/1907 *Ottawa Journal* *Montreal and Ottawa* *Plantagenet*

Account of wreck at Plantagenet. See accident file.

23/10/1907 *Ottawa Journal* *Montreal and Ottawa* *Interprovincial Bridge*

A C.P.R. engine used in the trestle repairing operations on the track at the north end of the Interprovincial Bridge exploded yesterday afternoon at about three o'clock, but beyond the damage to the engine there were no serious results. The place at which the accident happened is a dangerous one, as there is a drop of from twenty to fifty feet on either side of the bridge. The force of the explosion was not severe enough to cause the engine to be derailed, but it blew out the front "air drum" part of the locomotive. It was removed later for repairs.

04/04/1910 *Ottawa Journal* *Montreal and Ottawa* *Nepean Point*

Report of the hearing on the complaint that the Maniwaki line commuters wanted trains to be run into Central Station over the Interprovincial Bridge. Suggested that C.P.R. could use the Hull Electric station.

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"I agree with Mr. Murphy" stated Judge Mabee, who presided, "One day a car of passengers will be dumped off the bridge."

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It was suggested by city solicitor McVeity that the C.P.R. be compelled to build a small station near Nepean Point --

21/04/1910 *Ottawa Journal* *Montreal and Ottawa*

The Board of Railway Commissioners this afternoon passed an order that all Gatineau passenger trains shall arrive and depart from Sappers Bridge during the months of May to October. The order goes into effect on the first of next month.

02/08/1911 *Ottawa Journal* *Montreal and Ottawa* *Interprovincial Bridge*

The C.P.R. asked the Water Works Committee last night for permission to tap the St. Patrick street main and lay a pipe along the Interprovincial Bridge and a six months water service was granted. There have been three fires on the bridge recently and a better service for fire protection is needed. More.

10/11/1911 *Ottawa Journal* *Montreal and Ottawa* *Alfred*

The C.P.R. seeks to purchase the government peat plant at Alfred. Article.

08/03/1912 *Ottawa Journal* *Montreal and Ottawa* *Hull*

Full account of wreck of Pontiac train in which five killed and 17-20 injured. Hit by a work train. Pontiac train was backing into Ottawa--just as it was rounding the curve near the steel bridge over which the Hull Electric cars go --Pontiac express--

Warrant issued for the operator--

Freight train consisted of engine 488 and two flat cars 30401 and 34189 loaded with logs and a heavy steel coal car 54358 and a caboose. The freight train in question leaves Ottawa every day for Hull with coal, logs and other material.

Passenger train consisted of engine, tender, second class coach 1937 and first class car 507.

09/03/1912 *Ottawa Journal* *Montreal and Ottawa* *Hull*

Picture of the wreck. More stories.

17/03/1912 *Ottawa Journal* *Montreal and Ottawa* *Hull*

Boal, operator at Hull arrested in Chicago - will be brought back. More.

19/03/1912 *Ottawa Journal* *Montreal and Ottawa* *Hull*

Railway and Operator responsible for the wreck.

Jury blames C.P.R. primarily for fatalities at Hull

Boal had worked nearly nineteen hours.

Full account.

Jury found that the line clear system was not a safe one and recommended a "staff" system be installed.

29/03/1912 *Ottawa Journal* *Montreal and Ottawa* *Hull*

C.P.R. dismisses dispatcher who gave order to Boal. Boal had already been dismissed.--

24/04/1912 *Ottawa Journal* *Montreal and Ottawa* *Hull*

Since the wreck of the Pontiac train at Hull last month, whereby five persons were killed and several injured, the C.P.R. has introduced a new block system between Hull and Ottawa which if it is strictly observed, will prevent a recurrence of the accident.

According to the rules of the present system a train cannot leave Hull or Ottawa before the conductor has obtained a staff which is locked and unlocked by an electrical arrangement. Only by deliberately ignoring the system could another collision of two trains occur between Hull and Ottawa. The Pontiac train still continues to back in from Hull to Broad Street station, but, by the new arrangement there is little or no danger of an accident.

19/06/1912 *Ottawa Journal* *Montreal and Ottawa* *Hull*

A movement is on foot in Hull with the object of trying to get the C.P.R. Company to abandon its idea of building a new station on the Gatineau road and erect one in the centre of the city instead. It is suggested that if the city council would give the Eddy Park for the purpose the railway company would probably be prepared to build a \$200,000 station and perhaps a hotel also.

The prominent business men of Hull are likely to be selected as a deputation to confer with the railway company before plans are undertaken to build a new station.

25/09/1912 *Ottawa Journal* *Montreal and Ottawa* *Roundhouse*

Smoke from the C.P.R. roundhouse has been proven a nuisance to the locality and Dr. Hoggets at the instigation of the Board of Control was asked yesterday to investigate the matter under the Public Health Act.

Residents in the vicinity of a large apartment house in Elgin street are also complaining bitterly of the volume of smoke which comes from the chimneys of the building, particularly in the early morning.

23/11/1912 *Ottawa Journal* *Montreal and Ottawa* *Interprovincial Bridge*

Being repaired, pier one of the best ever built. Description of diamond drilling tests. Good drawing as well.

30/01/1913 *Ottawa Journal* *Montreal and Ottawa* *Hull*

The Canadian Pacific Railway is going to build a new station at Hull on the opposite side of the track to where the present station is situated. The station was built when the line was laid, about 35 years ago and is quite inadequate to meet the demands of the quickly growing city.

The company will also build a roundhouse and yard for the engines. There is no engine shed at Hull now and the Ottawa shed is too small and cannot be extended. It is expected that work will start in the spring or summer.

23/09/1920 *Ottawa Journal* *Montreal and Ottawa* *Alfred*

CP #1, the Trans Canada Limited with 300 passengers aboard hit a freight train head-on at Alfred at 1am this morning. 2 baggage and express cars on the head end of the passenger train were demolished, and 7 box cars on the freight train were derailed, but no one was seriously injured.

The rescue train took the passengers back to Vaudreuil, then up the Grand Trunk to Ottawa.

The mishap was caused by the freight train running through the east switch before stopping to clear the passenger train.

Railway buys 300 acres of land east of Ottawa.

Understood CPR plans to erect round house and establish yards.

Broad street yards to be practically abandoned.

One of the largest dents in suburban property that has taken place around Ottawa in years was finally settled recently when several farmers in the vicinity of Cyrville sold 300 acres of farming land to the Canadian Pacific Railway. The amount involved is over \$30,000, prices paid ranging from \$50 up to \$200 per acre, depending on the quality and locality.

The sale means the settlement of a question that has caused speculation among real estate dealers in the city for some years - the location of the C.P.R. round house and sheds. The railway company will shortly commence the erection of round houses, sheds and repair shops for this district on the new site, which will, no doubt, involve the additional expenditure of several thousands of dollars and mean work for several hundred men next year. All work of this nature, and buying of property is done through the head office of the Company in Montreal, so that details of the construction are not known here.

Takes in several farms.

Since the C.P.R. discontinued using the old Broad street station it has been handicapped on account of the situation of its yards in relation to the Union Station. Each C.P.R. train that entered Central station from any direction was forced to proceed by way of the Interprovincial bridge to Hull and back over the Upper Chaudiere bridge to the Broad street yards. Most of the trains were made up in those yards and brought to Union Station.

The newly acquired property commences about half a mile beyond the city limits and takes in part of Bannermount and part of the village of Cyrville.

Hurdman's road runs through the property as does the present main line of the C.P.R. to Montreal. The property takes in several former farms and small holdings.

The farm of Mr. Bernard Slattery on Hurdman's road, consting of 48 1-2 acres, is the largest farm sold. Another large property is the 41 acre farm of Mr. John Ruenan. The rest of the property is made up of small parcels.

To end smoke nuisance.

The smoke nuisance from the Broad street yards, which had been a source of complaint lately on the part of city officials and residents in the vicinity, is understood to have been one of the primary causes for the C.P.R. removing their shops beyond the city limits. The fact that the yards are to be taken out of the city will mean a bug loss in taxes and the number of workmen who will in time move in the direction in which the shops are located will be large.

The big Broad street yards, it is understood, will not be used so extensively after the new plant is erected and yards ready.

17/05/1926 *Ottawa Citizen**Montreal and Ottawa**Prince of Wales Bridge*

New railway bridge above the Chaudiere

A new steel bridge above the Chaudiere Falls is contemplated by the Canadian Pacific Railway to replace the present structure known as the Prince of Wales' bridge, connecting Ottawa West and Wet Hull. It is expected the new bridge will be erected this summer. The present structure was built in 188- and is still perfectly safe, but a new bridge is necessary to carry the heavier power engines in use. This will do away with the necessity of changing engines and bringing the trains over the bridge with lighter engines.

04/12/1926 *Ottawa Journal**Montreal and Ottawa**Ottawa Union*

Prince George slept in private car Killarney at the station.

21/02/1927 *Ottawa Journal**Montreal and Ottawa**Chaudiere bridge*

At an expenditure of about \$750,000, the new bridge for the Canadian Pacific Railway has been constructed over the Ottawa River in the past eight months, and is now in full service, carrying the heaviest equipment. In that time, the old bridge between Ottawa West and Hull West was taken down span by span, the new and heavier structure replaced it between trains, and in the whole complicated process so exact were the plans and the adjustments that in only four instances were trains delayed. In no case was the delay longer than 20 minutes.

The old Prince of Wales bridge was constructed in 1880. It was adapted to the light equipment of that date, and when modern locomotives were developed the old structure was not sufficiently sturdy to bear their weight with the desired margin of safety. As a result traffic hauled by heavy locomotives running between Union Station and Ottawa West had to be operated by way of Hurdman, a distance of 10 miles rather than by direct route through Hull, over the bridge, which would have saved six miles, and these was a general slowing up of Canadian Pacific traffic in the terminal area.

Work on the new bridge was commenced last July. It uses the piers of the old bridge and follows the same route, but it is of heavier construction throughout and will bear the weightiest equipment. From the Ottawa shore to Lemieux Island, a distance of 900 feet, there are six spans, and from the island to Hull, 1,250 feet, the structure is divided into seven spans. A single line of tracks is provided and there is no accommodation for motor traffic or pedestrians.

For some days heavy locomotives have been using the bridge, which now is complete except for some minor details.

02/08/1927 *Ottawa Journal**Montreal and Ottawa**Ottawa*

Prince of Wales and Prince George arrive by C.P.R. special royal train.

15/11/1929 *Ottawa Citizen**Montreal and Ottawa**McAlpin*

Finds death of C.P.R. employe was accidental.

A verdict of accidental death was returned by a coroner's jury at McAlpin station last evening fter hearing evidence concerning the death of herbert Sproule, 64, laurel street, Ottawa, C.P.R. conductor, who was instantly killed on the afternoon of Nov.6, when he slipped under the whels of a moving freight train at mcAlpin station. Coroner H.H. Kirby, M.D., of Hawkesbury, presided. Five witnesses were heard, their evidence being that Sproule jumped off the moving train and slippe don the platform and under the wheels. Those who gave evidence were: Mr. Mcdermott, brakesman, and William Pearl, station agent.

<http://news.google.ca/newspapers?id=UKguAAAIBAJ&sjid=kNoFAAAAIBAJ&pg=5900,7462732&dq=railway++railroad++train&hl=en>

10/12/1929 *Ottawa Citizen**Montreal and Ottawa*

Description of a trip from Ottawa to Montreal.

<http://news.google.ca/newspapers?id=ZaguAAAIBAJ&sjid=kNoFAAAAIBAJ&pg=6979,11104234&dq=railway++railroad++train&hl=en>

25/01/1930 *Ottawa Citizen**Montreal and Ottawa**Alfred*

One man killed, two injured at Alfred station

Auto bearing three young men homewards for summervacation runs into Montreal-Ottawa express.

http://news.google.ca/newspapers?id=3tE0AAAIBAJ&sjid=g_UIAAAAIBAJ&pg=6838,5396881&dq=train++railway++railroad&hl=en

Tar laden truck smashed by train

Two men jump for their lives, one of them seriously hurt.

Plantagenet. Two men were injured, one seriously, when a tar spreading truck was struck by an eastbound C.P.R. train at the crossing here shortly before noon.

Ivan Gillespie, aged 30, of London, Ont., driver of the truck, was badly burned about the face and hands, and suffered a fracture of one arm, while Wallace Focault, aged 25, of Montreal suffered minor bruises. Both men jumped to save their lives.

The truck, which is owned by the G.G. McCarthy Construction Co., of Montreal, was engaged in roadwork, and carried 1,000 gallons of hot tar. Just at the crossing here the truck was trying to dodge an automobile when the roar of the train was heard. They had no time to move the truck from the tracks, but leaped to the ground clear of the rails. The truck was demolished and its contents plastered a house beside the track.

The men were rushed to Dr. E.P. Kelly's hospital at Hawkesbury, Ont. It was later announced that though Gillespie's injuries were serious, he would likely recover. Focault is in no danger.

http://news.google.ca/newspapers?id=pDE0AAAAIABAJ&sjid=T_UIAAAAIBAJ&pg=3783,1313059&dq=train+railway+railroad&hl=en

Unidentified man killed by engine on railway track

Up to noon today the unknown man who was instantly killed early last evening when struck by a C.P.R. engine near the Ottawa end of the Alexandria bridge, has not been identified although several persons visited Gauthier's morgue where body was taken following the accident.

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According to an eye-witness the man was crossing over the street car and railway tracks from the south to the northbound roadway and did not see the engine approaching across the bridge. The engine was in charge of Engineer James Johnston and Fireman Jack Finn.

Engineer Johnston in his report stated that while proceeding at about twelve miles an hour a man, who was walking alongside the track, stepped between the rails immediately in front of the locomotive.

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<http://news.google.ca/newspapers?id=Fjk0AAAAIABAJ&sjid=hfUIAAAIBAJ&pg=7025,1402234&dq=railway+train+railroad&hl=en>

Three die when train hits auto at crossing.

Three well-known Ottawa men were killed and two others seriously injured when the car in which they were returning from the Fairmont Golf Club was struck by the C.P.R. Imperial Limited at the St. Hyacinthe street level crossing at Beemer Station in the northern part of Hull early Sunday morning.

The train was travelling slowly, but the impact was sufficient to deflect the speeding car from its course. It turned completely around and crashed into a post, hurling the five occupants to the ground.

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<http://news.google.ca/newspapers?id=Gjk0AAAAIABAJ&sjid=hfUIAAAIBAJ&pg=6857,2132535&dq=railway+train+railroad&hl=en>

Pigeon crashed through locomotive headlight

Injured bird found by engineer on C.P.R. train.

It's quite an experience for any pigeon to be aboard a train, but when a pigeon is a passenger in the casing of the headlight of a locomotive travelling at seventy miles an hour, it's an adventure.

And that is exactly what happened Sunday night when a tiny pigeon broke the glass in the headlight of an Ottawa-bound C.P.R. engine in charge of C.F.

Towsley, 5 Elm street. Mr. Towsley was proceeding from Vaudreuil to Vankleek Hill with his train when he noticed his headlamp flickering. He did not know the glass was broken, but decided to investigate on arrival at Vankleek Hill. He did so, and found the bird, still alive.

Mr. Towsley brought the bird into the cabin, and when he pulled into the Union Station, he placed it on the platform, but the bird could not fly, as it had been injured. The only mark of identification is a celluloid ring on its left leg. Mr. Towsley is anxious to locate the owner of the bird.

<http://news.google.ca/newspapers?id=yhUvAAAAIABAJ&sjid=NNsFAAAAIBAJ&pg=2952,3588249&dq=train+railway+railroad&hl=en>

Excitement reigned supreme in Hull this morning - and it was not because of the provincial election campaign. Instead the Transpottine city was enveloped in smoke, three fires raging at the same time. Little actual damage, however, was reported, although thousands from Ottawa and Hull visited the various blazes on seeing the dense clouds of smoke hovering over the city.

Every available piece of apparatus at the command of the Hull fire department was put into play, while No. 2 Ottawa fire station pump was also summoned to assist in extinguishing one of the blazes.

The first call came at 11 o'clock when Hull stations No. 1 and 3 responded to an alarm from the Canadian Pacific Railway yards near the Beemer station where a large quantity of ties and logs, covered with tar had ignited. Several streams were used, but the smoke continued to ascend in large volume. The logs adjoined the Hull Electric Railway barns, but firemen prevented damage to the building by sprinkling water on it. There were also several freight cars on the tracks, neighboring the logs and ties but none took fire. The complete damage is estimated at \$500.

While the firemen were engaged in battling the blaze at the Canadian Pacific yards another call came from the Canada Cement plant, where a bush fire was in progress on its adjacent land. Chief Alphonse Tessier divided his forces, despatching a pump to the scene.

In the meantime a third summons was received to extinguish a bush fire on the Canadian Pacific Railway property near the Prince of Wales bridge, Aylmer road. No. 2 station Ottawa responded to the latest alarm, reporting no damage at all.

The voluminous clouds of smoke could be seen in practically every section, and hundreds called The Citizen to ascertain the whereabouts of the blazes.

<http://news.google.ca/newspapers?id=0BUvAAAAIABAJ&sjid=NNsFAAAAIBAJ&pg=7048,4713632&dq=train+railway+railroad&hl=en>

W. Desmarais hurt as auto skidded into path of train

Fortunately C.P.R. electric coach not travelling fast over Hull crossing

Wilfred Desmarais, 355 St. Andrew street, Ottawa, suffered dislocations of his hips and received serious cuts about his head when the automobile he was driving skidded into the path of the C.P.R. Ottawa-Maniwaki electric train at the Montclair Boulevard crossing near the Beemer Station at 9.15 this morning.

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<http://news.google.ca/newspapers?id=BPQuAAAAIABAJ&sjid=tNsFAAAAIBAJ&pg=6768,3365660&dq=train+railway+railroad&hl=en>

Two accidents occur at same level crossing

Occupants of two motor cars totalling seven persons narrowly escaped at least grave injuries in two accidents yesterday at the C.P.R. crossing on St. Redempteur street, Hull.

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<http://news.google.ca/newspapers?id=6nYvAAAAIABAJ&sjid=V9sFAAAAIBAJ&pg=896,2067439&dq=train+railway+railroad&hl=en>

C.P.R. loses appeal on protection at bridge.

Application by the Canadian Pacific Railway for reconsideration of an order compelling them to erect a railing along either side of the Interprovincial Bridge as protection for pedestrians was refused in a judgment by the Board of Railway Commissioners for Canada handed down this afternoon.

The company is ordered to provide the protection at their own expense within 60 days of January 28, the date of the order.

Tale of a railway collision at Hurdman's Bridge in 1903.

Soo train crashed into freight at midnight. Four men injured but no loss of life. Impact heard a mile away. Heavy express engine ploughed through lighter freight locomotive. Crew of both engines saved lives by jumping.

Here is something hundreds of middle-aged Ottawans may recall. It happened in the early morning hours of September 27, 1903. Four people were injured, two engines were badly smashed and the cars telescoped in a head-on collision on the C.P.R. short line, a little distance north of Hurdman's Bridge. Coming into Ottawa and travelling at a good rate of speed, the Soo train collided with a special freight which, contrary to the rules, had got on the main line while the right of way belonged to the express. The four persons injured were train hands:

Engineer M.J. Doherty, Ottawa; Express messenger R. Thompson, Ottawa; Baggage man Ed. King, Montreal; Brakeman Geo. Gobey, Hintonburgh.

None of the passengers were injured although some had very narrow escapes. That none of the train hands were killed outright was regarded as little short of miraculous.

At Midnight

It was just five minutes to one when the accident occurred. The west bound Soo train had left Montreal on time and was in charge of Conductor McIntosh with Engineer M.J. Doherty and Fireman M.J. Walsh. It was customary for freight trains to be moving back and forth between the Chaudiere and Sussex street and the freight in question had arrived a short time before from Prescott and was to be taken down to Sussex street.

From the account of the accident published at the time, it appears that at the tower the freight hands had received orders to do some shunting up to midnight and then go on a siding and allow the express to pass. They mistook the time or forgot the order from the towerman and remained on the main line until it was too late.

Sharp on time the Soo express rounded the curve near the locomotive sheds. It was then that the engineers of both trains saw what was going to happen. The express was travelling at a good rate of speed while the freight was barely moving. The engineers and firemen of both trains, seeing the inevitable, jumped for their lives and escaped serious injury.

Terrible impact

An instant later with an awful impact which could be heard a mile away, the two trains came together. Engine No. 303 on the Soo was of a large type and it simply ploughed through the smaller locomotive. Though the brakes were applied they were unable to arrest the velocity of the swiftly moving coaches and in less time than it takes to tell it the express and baggage cars and part of a colonial sleeper were telescoped.

Thousands of people who went out the following morning witnessed a hideous sight. Locked together with the smaller one underneath and partly obscured were the two locomotives. In the rear was an express car badly smashed and then the colonist car with its end stove in. In the express section there was a conglomeration of smashed trunks, valises, parcels and mail bags all mixed together while the cars were piled up in splinters.

Picture of interior

Interior of the buffet coach of the Canadian Pacific's new semi-streamlined train which was on exhibition here Friday and Saturday. One of these coaches, in which refreshments can be served at tables will be a regular part of each train when placed in service. The train is air-conditioned throughout and is the last word in modern day-coach travel.

<http://news.google.ca/newspapers?id=DmEuAAAIBAJ&sjid=VdoFAAAAIBAJ&pg=1714,5311594&dq=railway++train++railroad++cpr++hl=en>

St. Albert. Azarie Bourgeois, 65-year-old farmer of this village, was killed instantly early Friday afternoon when he was thrown into the path of an oncoming freight train by his horse which had bolted when frightened by the engine whistle.

Mr. Bourgeois had gone to the station to discuss some personal business with the station agent. He was accompanied by a close personal friend and neighbor, Donald MacDonald. The two men had tied the horse and sleigh outside the station and went inside to see the agent. While they were talking, Mr. Bourgeois saw the approaching train and went outside to attend the horse. He had loosened the horse and was standing holding it at the head, when suddenly it bolted, dragging him close to the tracks and before he could free himself, he was thrown into the path of the Ottawa-bound train.

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Bits of news gleaned from prints for the week of Sept 9, 1907.

John Blackburn, fireman, was killed, and Herbert Reynolds, engineer, of Rochester street, was seriously injured as the result of an accident on the C.P.R. at Plantagenet. A train of empty coaches collided with a ballast train near the station, derailing the passenger engine and wrecking several of the coaches. Reynolds and Blackburn were found beneath the overturned engine.

Amazement caused at Union station by strange "train"

With the next train not due for more than two hours and no word of a special arriving, railway officials at the Union Station were startled about 7.45 last night to see twin headlights approaching from the north on the single two-way track from Hull. Block signals were immediately set against the train but the lights continued to advance. A switchman raced up the track swinging a red lantern, the universal signal to stop, and finally the lights stopped on the tracks just under the south side of the Plaza bridge.

C.P.R. officials who had followed the switchman up the track to investigate what was presumed to be an engineer running through block signals, were amazed to find that it was an automobile that was driving into the station on the tracks.

So He Went Ahead

The driver, Russell Robertson, aged 49, of 159 Belmont avenue, told police and railway officials that he had been coming across the Alexandra bridge from Hull and at the Ottawa end of the bridge had driven on to the Hull Electric railway tracks by mistake, instead of continuing along the road which swings right downhill under the tracks and comes out in front of the Printing Bureau to Mackenzie avenue. He said that once on the tracks he could not back up so continued ahead.

Mr. Robertson was taken to the Ottawa police station by Prowler Constables T. Stoneman and W. Meehan and was charged with reckless driving. He was allowed to go home but his car was kept at the police station.

In court this morning the case was remanded until next Tuesday without a plea being entered. The car was returned to Mr. Robertson. C.P.R. investigators said there was no charge against Mr. Robertson under the Railway Act. The incident will be reported to Montreal and instructions for prosecution, if any, will be issued from headquarters.

First Time on Record.

Railway officials said last night that it was the first time in their memory that an automobile had been driven into the station without special flanged wheels for official cars. With the automobile on the tracks it was a problem as to how it was going to be taken away. Constable Stoneman drove the car into the covered part of the station, jumped several sets of tracks then jumped the car up onto the cement walk which parallels the tracks. The car was then driven up to the glass partitioned part of the station and then south again to the mail-hole where mail trucks are loaded and from there around the powerhouse and to Besserer street. It was then taken to the police station.

Noticed in Despatches

Edward O'Brien, investigator for the C.P.R., said last night that since records of all movements of vehicles over the C.P.R. tracks are kept by the despatcher, the following message was sent over the despatcher's key:

"Automobile carrying Ontario license 2-U-280 arrived at Union Station, Ottawa from Hull at 7.47 p.m., March 9, 1938. No order or staff. Conductor did not report to despatcher."

Auto Undamaged

At the police station the automobile was examined and found to be undamaged. It was pointed out by police and by the C.P.R. investigators that to reach the station the automobile must have travelled across the trestle bridge which is a continuation of the Alexandra bridge and also along the edge of the cliff over the Ottawa river and Rideau canal where a slight miscalculation on the part of the driver would have toppled the automobile many feet to the ice below. Mr. Robertson told police that he had travelled along the ties when he found that he could not keep the wheels of the automobile on the narrow iron rails of the street car tracks.

Drove on Tracks dangerous Driving Charge Withdrawn

When on the evening of March 9, after crossing the Interprovincial Bridge, Russell Robertson, 159 Belmont avenue, drove his automobile along the railway tracks instead of the roadway and landed up at the Union Station, he surprised railway officials and a lot of others. The police figured he was guilty of something and as a start charged him with driving in a manner dangerous to the public. After a remand, the case was slated for traffic court yesterday afternoon. When it was called Sergt. Hector Lavigne asked that the charge be withdrawn as there was no evidence to support it. The only witnesses were those who saw the automobile moving merrily along the railway tracks with lights burning brightly and coming to a stop at the station where it was met by railwaymen who got a real surprise. They could tell little to prove reckless driving, in the opinion of the police, and so the charge was dropped.

The railway officials might have laid a charge for trespassing or obstructing the tracks or for something else but decided against any prosecution. They feel that there will not be many others who will take the same route to Ottawa.

Alfred Boire of Montreal is in a serious condition in Dr. A. MacDonald's private hospital in Vankleek Hill as the result of an accident which occurred about a mile east of the Canadian Pacific Railway station last evening.

Boire, with a companion, Adrien Marseilles, had boarded train No. 7 westbound C.P.R. train in Montreal West, and upon approaching Vankleek Hill, were preparing to get off the train. In climbing to the platform behind the tender, Boire lost his balance and fell to the road bed beside the tracks.

When the train pulled up at Vankleek Hill station, Marseilles told the crew of the accident and they returned to the scene to find Boire. He was taken to hospital in Vankleek Hill, where an examination revealed a broken right thigh and internal injuries as well as lacerations about the face and severe shock.

Provincial constable R.H. Wannell of Hawkesbury investigated the accident and as a result Marseilles was lodged in L'Original jail on a charge of vagrancy.

It was exactly 10.30 a.m. when the royal train pulled into Deep Cut, north of Ottawa East, where the C.P.R. crew, which had brought the train from Montreal, "gave over" to the C.N.R. crew who had charge of her from the Deep Cut to the Island Park Driveway temporary station

more - details of crew etc.

Engineer Walter Dickson was wreathed in smiles when he alighted from the C.P.R. royal engine. To a Citizen representative he said: "Throughout the trip neither my assistant, William Short, or myself laid eyes on Their Majesties, but we are proud of the fact that we were pulling them to the Capital from Montreal. When we arrived at Caledonia Springs in the early hours of the morning, it was our first duty to stand by the engine and guard it during the remaining hours of the night, but we did not mind that in the least,"

Everything went smoothly

"Everything went just as smooth as silk throughout the journey from Montreal to here," said Mr. Dickson. "When we left Caledonia Springs at 8.05 this morning the station platform was just jammed with a wildly enthusiastic crowd of people who gave Their majesties a splendid send-off. At all stations along the route, between Caledonia Springs and here we slowed up to allow loyal citizens to pay homage to Their majesties"

more
<http://news.google.ca/newspapers?id=QI0vAAAIBAJ&sjid=6tsFAAAAIBAJ&pg=5353,1978381&dq=railway++train++railroad++cpr++cpr&hl=en>

21/06/1940 Ottawa Citizen Montreal and Ottawa Navan

Police Office is Promoted for Act Near Navan, Ont.

J.A. Stringer promoted to Sergeant for bravery in Tracking Down Transient who Shot Fellow Officer.

As a reward for his bravery in tracking down and shooting to death the murderer of a fellow officer in the vicinity of Navan, Ont., yesterday, acting Sergeant J.A. Stringer of the provincial police force has been promoted to sergeant. Navan is 20 miles east of Ottawa.

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Constable Harold Dent was shot to death in the Navan railway station by a transient he was trailing as a shop breaking suspect. Before he died he gave his gun to Sergeant Stringer who cornered Dent's slayer in a nearby bush and killed him. Stringer, attached to the Timmins division of the Ontario police, was visiting friends in Navan at the time.

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Sergeant Stringer had his hat shot off during an exchange with the murderer in the bush.

24/06/1940 Ottawa Citizen Montreal and Ottawa Navan

Ontario and Quebec Police Honor Late Constable Dent
Rockland June 23.

More than 100 police officials from Eastern Ontario and Western Quebec joined with hundreds of relatives and friends on Sunday afternoon in honoring the memory of Provincial Constable Harold H. Dent, who was shot to death by a stranger he sought to question at the Navan railway station last Thursday.

02/12/1944 Ottawa Citizen Montreal and Ottawa Bourget

2 Ottawa Men, One Eastview Resident, Dead

Three Ottawa plasterers were instantly killed at 9.35 a.m. today when their automobile was struck by the first section of the Montreal-Ottawa C.P.R. train at the Bourget station level crossing.

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This was the second fatal level crossing accident to occur at Bourget within a week. Isidore Leduc, 63-year-old farmer was killed in similar circumstances last Wednesday morning.

--
It took ten men to release the automobile from the locomotive. The bodies of the three men were placed in a baggage car and the train backed up to the station.

07/04/1945 Ottawa Citizen Montreal and Ottawa

Roger Brown, a truck driver of 275 Rohester street, was killed instantly when his truck was hit by a CPR Montreal to Ottawa train at the Crrville crossing near Hurdman's Bridge.

30/03/1946 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

During the early 1900's, William McFall, grandfather of Gordon Alexander, an employee of the Citizen's night composing room staff, was the chief engineer on the initial run of the Ottawa-Gatineau train. The locomotive was the first to travel over the expansive Alexandra bridge which was greatly damaged by fire last night.

In 1900 Mr. McFall was also pilot engineer of the Royal Train which transported the late King George V and Queen Mary when they were the Duke and Duchess of Cornwall and York and were visiting Canada.

Mr. Alexander told how on April 11, 1911, his grandfather was on his regular run along the Gatineau River when the tracks were washed out, forcing Engineer McFall to bring his train to a halt in order to save the lives of his passengers. Despite Mr. McFall's heroic efforts to save the locomotive, the boiler exploded and as a result he was seriously injured. Two days later he succumbed to his injuries in hospital.

Mr. McFall's gallant attempt to save the train and passengers drew attention from the Governor General who presented the trainman's wife with a decoration for her husband's bravery.

01/04/1946 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

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Huge Canadian Pacific locomotives hauling wrecking and bridge cranes pulled in alongside Alexandra Bridge Sunday afternoon as a check-up was begun of the fire scarred structure to determine whether or not it might be possible to put the railway section of the bridge, twisted and scarred from the "million-dollar fire" which swept the bridge and adjoining Eddy pulp stock yards, back into operation.

Tests were being made of the foundation piers and of the main girders of the structure which carries in addition to the CPR main trackage out of Ottawa, a two-track street car line, and two motor roadways and pedestrian sidewalks. Engineers expressed the hope that if the structure was not too badly damaged it might be possible to put the CPR track back into operation within the next few days.

A huge pile of glowing embers sending a spiral of heavy steam and smoke up into the sky, marked the only remainder of the stock pile of thousands of cords of pulpwood valued at several hundreds of thousands of dollars which went up in a blazing inferno which wiped out the flooring of the entire west end of the bridge, and brought huge steel conveyors crashing down all over the stock yard. Only twisted and fire-scarred wreckage remain of the once towering conveyor system once a feature of the Hull waterfront visible for miles. Blistered and fire-scarred the main mill of the company apparently escaped without serious damage.

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Preliminary inspection of the bridge revealed the long ramp and one span on the Hull side to be twisted and buckled due to the heat of the flames. The planking of the bridge was still smouldering in some of the burned out spans. It is probable before entire repairs can be effected the damaged section of the bridge will have to be cut away and replaced. This work might take four or five months before it could be completed.

20/05/1946 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

No smoking signs on bridge walkway.

Pedestrians using the newly opened walkway across the Alexandra bridge are urged to cooperate in eliminating the fire hazard by not smoking while on the bridge.

Canadian Pacific Railway officials are having "No Smoking" signs in English and French posted at strategic points along the bridge and earnestly request the public to abide by them, so that no further interruption to traffic such as followed the damaging conflagration of March 29 will recur.

Much of the temporary walkway is of wood construction, and lighted cigaret and cigar butts thrown upon it would constitute a definite danger.

24/11/1947 *Ottawa Citizen*

Montreal and Ottawa

"Prisoner" with handcuffs on train only joker

An "escaped prisoner," intercepted by detectives and CPR police at the Union Station late last night turned out to be a Montreal man who simply had a pair of handcuffs in his possession.

Following a message received from Rigaud that a man wearing handcuffs on one wrist only was seen sitting alone on the Ottawa-bound train, local police quickly converged on the station in anticipation of making the "capture".

Armed with a description of the "escapee," police had little difficulty in locating their man as he alighted off the train. However, the flustered Montrealer was soon released after he explained that he had been wearing the handcuffs as a "joke."

26/03/1955 *Ottawa Citizen*

Montreal and Ottawa

Hull Beemer

Train Derailed At Hull (with picture). No one was injured when a CPR Toronto-bound passenger train jumped the tracks at the Hull station at the height of the snowstorm Saturday afternoon. The engine, coal car and a number of baggage cars left the tracks when a faulty switch shoved the slow-moving train onto the Maniwaki line. Train crews working with cranes righted the derailed cars about six hours after the mishap. Meanwhile, passengers were taken back to Ottawa where they boarded another train bound for the Queen City. The derailed cars blocked Hull's St. Redempteur and St. Hyacinthe Streets until close to 9 o'clock in the evening. Hull police rerouted traffic and stayed on the job until engine and cars were placed back on the rails and taken to Ottawa.

23/02/1956 *Ottawa Citizen*

Montreal and Ottawa

Hammond - Their car ripped apart by a CPR train travelling at about 80 miles per hour, a father, mother and their youngest child were killed here shortly after midnight. Hammond is located about 25 miles southeast of Ottawa.

The level crossing crash that took their lives brought the toll to 10 persons killed in automobile-train collisions in the Ottawa area during the past four days.

Mr. and Mrs. Emile Legault, of Hammond, and their 13-year-old son Henri, died instantly when the Ottawa-bound flyer, No. 17, plowed into the side of their auto at 12.28 o'clock this morning.

It was on the same CPR tracks, only 10 miles eastward that three young persons were killed in a level-crossing crash just 26 hours earlier at Navan.

On Sunday evening a collision between an auto and a CNR freight train resulted in the death of four youths at Portage du Fort, Que., about 45 miles north-west of Ottawa.

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05/12/1960 *Ottawa Citizen*

Montreal and Ottawa

Hurdman

Fire threatens railway station.

A fierce grass and brush fire threatened the Hurdman railway station before it was controlled by city firemen Friday afternoon.

The blaze broke out about 3.30 p.m. in land bounded by Riverside Drive and the south end of Alta Vista Drive. Flames, driven by a breeze, approached the station and several other outbuildings.

12/06/1963 *Ottawa Citizen*

Montreal and Ottawa

Interprovincial Bridge

FLQ bid to dynamite city bridge was foiled.

Terrorists planned to blow up a railway bridge between Ottawa and Hull on the Victoria Day weekend but were foiled by an unsuspecting policeman, a witness's statement revealed at a Montreal inquest Tuesday

The statement by Jacques Giroux, 19, was read at the inquest into the death of an army nightwatchman killed by a terrorist bomb on April 20.

Giroux's statement said the plan to set a time bomb of 75 sticks of dynamite on the Interprovincial Bridge was abandoned after a group in a car took a wrong turn near the Supreme Court of Canada Building.

Spotted by an RCMP constable, the group told him a story about looting for a parking place and were directed elsewhere.

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21/08/1964 *Ottawa Citizen*

Montreal and Ottawa

Leonard

Eight Die in Train Wreck

Truck derails cars, 30 hurt

Eight persons were killed and upwards of 30 were injured today when a gravel truck crashed into the side of one of the coaches of the fast CPR Ottawa-Montreal flyer here at 8.15 a.m.

Four cars of the train which left Ottawa at 7.55 a.m. were derailed. Most of the dead and injured were passengers riding in & sealed coach fourth from the rear of the train.

Impact lifts coaches off tracks.

Leonard is 20 miles east of Ottawa.

The truck driver was killed instantly. The other seven dead were passengers.

Victims identified at press time were:

Basil Czopyk, about 30, of 330 Friel St., Ottawa, the truck driver. Sister St. Eliza, Mount St. Bernard, Antigonish, N.S., Andre Roy, Quebec City.

The gravel truck, going north, smashed into the side of car N. 2294 at the crossing in the centre of the village. The rear part of the train lifted from the tracks and tore up more than 150 yards of right of way.

The truck carried seven to eight tons of gravel.

The crossing is marked with a white "X" warning sign only.

It was the worst accident in the history of the village. Some bodies were thrown clear of car 2294 which was tilted at a crazy angle and jammed against a big elm tree 20 feet from the home of Mrs. Jane Wood.

The other three coaches derailed stayed upright.

It was a scene of horror.

Screams rose from the shattered fifth car, where most of the dead were found.

Flames licked round rear coaches, terrifying passengers trapped inside.

Injured passengers, their hands and faces torn and bloody, crawled through shattered windows and collapsed on the ground.

Eight dead, Many Injured as Truck Hits Crack Train.

Eight persons, a truck driver and seven train passengers were killed when a loaded gravel truck slammed into the side of an Ottawa-to-Montreal CPR passenger train at Leonard, 23 miles east of Ottawa at 8.20 this morning.

Count of the dead was provided by Dr. W. C. Tweedie, Rockland coroner, but only the truck driver, Basil Czyk of 330 Friel Street, has been identified.

There were reports some of the dead were Roman Catholic nuns and priests. Names of the dead were withheld pending notification of relatives.

A general store at Leonard was turned into a hospital. So were some private homes.

The train, out of Ottawa, was bound for Montreal and the gravel truck was hauling gravel north on a Russell county road for reconstruction of the Navan Road 1 ½ miles north of Leonard.

The level crossing over the Russell County road is marked only by a cross-arm but visibility is quite clear in both directions.

Residents who have lived near the track for many years said this was the first accident they recall occurring there.

The victims were all in the fourth car from the front which was struck near the middle by the truck and sent spinning wildly.

For most of the victims, death was sudden. For survivors, escape was miraculous.

Mrs. C. Rathwell was in the parlor of her Leonard home a hundred feet from the crossing when she heard the screeching of the trucks brakes about 8.20. Next door, W. G. Lantry heard a thunderous crash.

Marcel Prud'homme was standing in the door of the Leonard store, and saw the truck hit the side of the train and catapult into the air. Remnants of it were scattered for 100 yards.

Inside the fourth car of the seven-unit train, Aline Lortie of D'Amour Drive in South Hull was jostling six-year-old Luc Seguin on her knee.

More on P. 2

Nun Recalls Crash Horror

"I saw feet with no bodies . . . bodies with no skin."

That was the horrible recollection Rev. Sister Mary Alberta, of Philadelphia, had of the terrible, panic-filled moments after today's tragic train derailment at Leonard.

"There was a terrible shock and I was going through the window. There was broken glass and dirt everywhere.

"I got tangled in my skirt and as I was working myself free I looked around. It was horrible. I saw feet with no bodies.

"I saw another body with no skin . . . just muscle tissue showing.

"Next to me a woman was screaming. Her back was broken and a priest was giving her the last rights. Everything was a shambles. It was horrible."

(Sister Mary Alberta is 81. She was not seriously injured and was treated at St. Louis Marie de Montfort Hospital.)

Jack Hardman, 40, Burnaby, BC, "I was sitting reading the paper. All of a sudden the car went to the right.

'COMPLETE CIRCLE'

"I seemed to make a complete circle through the coach along the sides and the ceiling and back to the floor.

"I could see the glass separating the smoking section shattering, and all the nuns being cut.

"Everybody seemed to have been thrown through the window or into the luggage rack;

"Right beside me was one priest with one foot cut off.

"There was another man in the luggage rack with his ribs all crushed. There was a woman trying to get through the window, it was cutting her legs as she moved.

"I yelled to her not to move her legs. She did not seem to understand. She was French. I couldn't remember the word for legs, I couldn't help her. I was so fortunate, people seemed to be hurt and trapped everywhere. I seemed to be one of two people in the car who were not injured.

Dominique Gaboury, of 59 Carillon Street, Hull:

"The train was hit right behind me. There were two women sitting right behind me. They were killed right away.

"One of the women died on my coat. It was hanging behind the seat but fell down when the train tipped."

Mrs. E. L. Burpee, 12 Park Road, Rockcliffe Park:

"We just went crazy.

"I don't know why we're; alive ... it was horrible . . . j just horrible.

More on p. 2

Eight die in train wreck at Leonard.

<http://news.google.ca/newspapers?id=gccyAAAIBAJ&sjid=l-wFAAAAIBAJ&pg=5040,1349704&dq=railway+l+railroad+l+train+l+cnr+l+cpr+l-bridge+-to-train+-will-train&hl=en>

The dismantling of the railway bridges on the CNR (sic) line running north from the Interprovincial Bridge is expected to begin within a few days

National Capital Commission

Removal and disposal of concrete railway bridge abutments from Laurier Avenue to St. Etienne Street, Hull, Quebec.

Request for tenders.

This is in the Upper Canada Railway Society's magazine called 'Rail and Transit', the January-February 1977 issue, on page 13, and it was entitled: '10 years ago'.

CN's "WRONG WAY CORRIGAN" TRIES OUT CPR

Faces were red in Ottawa on February 5th, 1967, when CN's Montreal-Ottawa Sunday-only train #133 found itself on CP tracks heading away from the capital. As No. 133 approached Ottawa, it swung into a wye connecting CN's Alexandria Sub with CP's M&O Sub., preparatory to backing into the new terminal; the train would thus be headed correctly for the return move to Montreal that afternoon.

However, the spare engineer, reportedly confused by this procedure (it must be remembered that many alterations have take place in Ottawa terminal trackage over the past year), failed to stop for the reverse move and carried on over the CP line. CP's dispatcher had the errant train stopped at Navan, ten miles east of Ottawa. There were no CP trains running on the M&O Sub. at the time. The incident is under investigation.

In an official statement on February 3rd, Marcel Masse, Minister of Communications, has announced that \$2.5 million will be expended on converting the abandoned railway tunnel adjacent to Ottawa's Chateau Laurier Hotel into a facility for the Canadian Museum of Contemporary Photography. Aside from renovations to the tunnel itself, the project will also involve the construction of a concrete and crystal entrance that will provide access from Rideau Street to the tunnel area beneath. The roof of the tunnel will continue to serve as the access road to the Chateau Laurier parking garage.

For those readers unfamiliar with Ottawa's rail scene, the tunnel provided access to Ottawa Union Station (located across the street from the Chateau Laurier) for Canadian Pacific trains arriving in Ottawa via the Alexandra (Inter-provincial) Bridge from various points in the Province of Quebec. Sharing the facility for many years as well, were the street cars of the Hull Electric Company whose double-tracked line paralleled both sides of the CPR across the bridge and into the tunnel until March 1946. It is also worthwhile to note that the Hull cars were turned on a loop located in the tunnel which also crossed the CP line. The structure was abandoned for railway purposes following the closing of the former Ottawa Union Station (now the National Conference Centre) in favour of the current suburban facility in Alta Vista during the summer of 1966. (From Branchline 3 1986)