

Local Railway Items from Ottawa Papers - Ottawa Terminal Schemes and Proposals

Saturday 25/03/1871 Ottawa Citizen Ottawa Terminal

The City Corporation is generally favorable to granting \$35,000 to the various railway schemes projected to ? at this city, on condition that a union depot be built somewhere near Cartier's Square Adjacent to the canal.

Saturday 15/12/1877 Ottawa Citizen Ottawa Terminal

Mr. Scott M.P.P. today met Mayor Waller, Messrs. Chabot, Featherstone, McDougal and other members of the bridge committee in the City Hall. He offered to connect the Central Station on Elgin Street with the proposed bridge over the Ottawa and also to grant a bonus of \$30,000 to the scheme, provided the Committee undertake to construct the bridge. The Committee will discuss the proposal tonight.

Tuesday 16/08/1887 Ottawa Citizen Ottawa Terminal

From every quarter we hear complaints against the new time table which went into operation on the Canadian Pacific Railway yesterday. The residents of towns and villages along the north shore, between Montreal and Ottawa, are as cross as the "bear with a sore paw", the Aylmer people and more particularly the transients, discuss nothing else and are looking for the men who did the mischief. They hold that the branch is the best paying section of the entire C.P.R. system, and can't understand why the service should be cut down one half the number of trains arriving and departing. The sojourners at Britannia are loud in their demands for a morning train from Ottawa to Britannia. As the arrangement now stands the housekeeper can get into market at 9 o'clock, or thereabouts, all right, but they are obliged to remain in the city until after three o'clock p.m. before catching another train. This could easily be rectified without entailing any extra expenditure by allowing the 11 o'clock train to stop at Britannia. The citizens generally complain of one train between the city and Montreal being taken off, and as an old resident suggested in this connection yesterday that this could be obviated by a special being run from Ottawa to Kemptville, a distance of 21 miles, to connect with the through express from Toronto.

Tuesday 20/11/1888 Ottawa Journal Ottawa Terminal

Messrs. Piney, Christie & Christie, solicitors, give notice of application to the Dominion Parliament at the next session for the incorporation of the Ottawa Terminal Railway & Bridge Co. This is nothing less than a scheme to build a large union depot in Centre Town into which all railways running into Ottawa will converge.

A Palatial Depot

It is proposed to erect a palatial depot in the vacant lot at the east side of the canal, adjoining the government military stores and fronting on Sapper's Bridge. The company also propose to build a railway along the east bank of the canal from Deep Cut. This line, it is proposed, will then extend underneath the bridge and on a high level to Sterling's Wharf thence directly across the Ottawa River to market square, Hull where it is also contemplated the Canadian Pacific, Gatineau Valley and Pontiac and Pacific Junction Railways will erect another depot. More.

Wednesday 21/11/1888 Ottawa Citizen Ottawa Terminal

General speculation was indulged in in the city yesterday as to the meaning of the notice printed in the Citizen yesterday morning, that application would be made to Parliament next session for incorporation of "The Ottawa Terminal Railway and Bridge Company", for the construction of a line of railway in the cities of Ottawa and Hull, from a point on the east bank of the Rideau canal at the boundary between original lots G and F in concession D, and thence along and within four hundred feet of the canal, passing under Sappers and Dufferin bridges and along the shore of the Ottawa river to the neighborhood of Stirling's Brewery, thence by a bridge to Albert street in Hull, and along Albert street to the neighborhood of Court House Reserve. Power is also asked to build a passenger bridge in connection with the other.

More - heading off of the Rockcliffe railway bridge scheme - lumbermen can get great piling grounds at the Deep Cut.

A contemporary idea of a central passenger depot on the site of the strongly fortified plot adjoining the militia stores, furnished occasion for no little merriment. Would also make a link with the PPJ and Gatineau Valley Railways
More.

Friday 14/12/1888 Ottawa Citizen Ottawa Terminal

Article about the advantages of Central depot.

Good railway access, no streets to cross. Visitors Entrance to Ottawa.

Wednesday 30/10/1889 Ottawa Citizen Ottawa Terminal Rockcliffe bridge

Although it is the intention of the Civic Committee to wait on Mr. Van Horne in reference to the C.P.R. contributing towards the cost of construction of the Rockcliffe Bridge, still some of the promoters do not look with favour on making it a railway bridge at all, desiring to see a bridge for ordinary travel simply.

Wednesday 13/11/1889 Ottawa Citizen Ottawa Terminal

Ex-Mayor McDougall talked bridge to a Citizen reporter yesterday. "I have no faith that the Rockcliffe Bridge will ever be built" said Mr. McDougall, "and as for the proposed bridge on Kent street, that is just a myth. But I tell you what will happen, a railway and passenger bridge will be built from Nepean Point over to the Quebec shore and the Canadian Pacific Railway, Pontiac Pacific Junction, the Gatineau Valley and the Vaudreuil and Ottawa railway companies will bear a hand in the cost of putting up the structure.

"Ottawa is getting to be a great railway centre, and it must come that a central depot where all lines will run in will become a necessity. There is a scheme, and a very feasible one too, that a central depot will be established near the Canal Basin, and trains will be able to run along the canal bank, under Sappers Bridge, and thence over the Ottawa River by a bridge stretching from Nepean Point to the Quebec shore. We should all take a broad view of this bridge question, because it is one of great importance to the welfare of the city, and drop all struggles for sectional advantages.

"Bridging the Ottawa at Nepean Point would give access to the Province of Quebec to all lines centring here, and near the Canal Basin is certainly the very best place in the city for

A CENTRAL DEPOT

By placing it there the tracks will not interfere with the ordinary street traffic, for they will pass under Sappers and Dufferin bridges to the river side. I admit that in the matter of length of bridge that spanning the river at Rockcliffe is much the shorter, but there should be other considerations to guide the citizens of Ottawa. Would it not be better for the city to have a union depot established in the centre of the city than to have each of the different lines with its own separate station?

"In every respect, a central depot would be of advantage, and by bridging the Ottawa at Nepean Point each line would be given ready access to whichever side of the river it had to do business. I do not think you will ever see anything come of a Rockcliffe Bridge, but I have every faith that in a very short time the Ottawa will be spanned at Nepean Point for a high level bridge.

Tuesday 28/01/1890 Ottawa Citizen Ottawa Terminal

Addressing the legislative committee of the City Council yesterday Ald. Erratt said he was responsible for the calling of the meeting. The Vaudreuil Railway Company and other companies were applying for entrance into the city and he thought the committee should take the matter up and arrange with the Government the best terms they could, as well for other roads as for this one. He thought the committee should communicate with the Railway Committee of the Privy Council not to grant any company exclusive rights.

The City Solicitor said the Canada Atlantic Railway were applying for the power to come along the bank of the canal. They had to apply because they were going over Government property. They would be the first the committee would have to deal with as their application came up on Thursday.

It was agreed that the suggestion of the Mayor to ask the Government not to grant a monopoly to any company would be complied with, and Ald. Stroud and MacLean and the Mayor and City Solicitor were appointed a sub-committee to watch over proceedings on behalf of the committee.

Ald. Hutchinson moved that the Mayor, Ald. MacLean, the City Solicitor and himself be a committee to wait on the local member to ask his aid in getting provincial legislation in the line of the Local Improvement bill agreed upon by the Municipal Convention held in Toronto.

There were present at the meeting, Ald. Stroud, Hutchinson, Scott, Richard, MacLean, Monk, Mayor Erratt and the City Solicitor.

Thursday 04/12/1890 Ottawa Journal Ottawa Terminal

How much is being spent, when, where will the tracks go, where will they connect etc. CPR could come in over the bridge from Hull and then run on the C.A.R. round to their station at the Chaudiere.

Saturday 25/07/1891 Ottawa Journal Ottawa Terminal

Central depot. Civic committee to be called to push matters. Different proposals before city.

Wednesday 10/11/1891 Ottawa Citizen Ottawa Terminal

Meeting of special committee appointed on C.A. Railway matters. - some means to rid the city of the nuisance caused by the shunting on the C.A.R. Result was inconclusive.

Thursday 01/12/1892 Ottawa Citizen Ottawa Terminal

Scheme for a Belt line -- from the end of the tracks now laid on this spur line of the Canada Atlantic where they touch the road between concession C and Ottawa Front there is a narrow valley extending down to the canal near the bridge on Bank street. -- very suitable for railway construction. More.

Monday 19/12/1892 Ottawa Journal Ottawa Terminal

Ottawa as a railway centre - article with map.

Monday 13/02/1893 Ottawa Journal Ottawa Terminal

Two engineers in the employ of the C.P.R. were engaged today in making a preliminary survey of the river front from the Nepean Point to the Chaudiere, the route indicated by Mr. Van Horne by which C.P.R. trains would reach the city after crossing the river below New Edinburgh by a proposed new bridge across the Ottawa river at that point if his scheme is carried out.

The idea is to cross the river, tunnel through Nepean Point, and then run along the river front to the company's station in the Chaudiere, a depot to be established at the foot of the locks for passenger trains.

More.

Friday 17/02/1893 Ottawa Citizen Ottawa Terminal

CPR running surveys in Ottawa regarding the proposed new entry into Ottawa. Looking at the possibility of crossing the Ottawa river at Bank street. More.

Thursday 04/05/1893 Ottawa Journal Ottawa Terminal

So far nothing new has transpired to the C.P.R. canal locks depot scheme. The company has not yet reported to the city what it will cost to bridge the Ottawa. In this connection it may not be generally known that when the old Central Canada road, now the C.P.R., was built there was a proposal to run the line from the present Union station along what is now Albert street to a point about the present site of city hall. The negotiations were nearly concluded but at the last minute fell through.

Wednesday 05/05/1896 Ottawa Free Press Ottawa Terminal

Montreal. There is some talk of the Canadian Pacific Railway discontinuing the running of its pay cars. An experiment will be tried this month by which the wages due on the 15th of May will be remitted by cheque to the employees east of Ottawa. The district west of that city will be served by the pay car as usual. If this remitting of the wages by cheque is successful, the pay car will be done away with altogether.

Friday 20/11/1896 Ottawa Journal Ottawa Terminal

A new order came into effect with C.P.R. train employees today, compelling them to carry a watch with a high grade movement to avoid any risk with regard to time. The Ball watch has been recommended as the standard timepiece.

Saturday 05/06/1897 Ottawa Journal Ottawa Terminal

It is rumored that the C.P.R. will purchase some property near the canal basin for railway purposes. The company has options on land between the basin and Nicholas street, and will altogether likely close with the owners. Should they do so, the probability of the C.P.R. having a station in the heart of the city will assume larger proportions.

A survey was made a couple of years ago of a route along the base of the bluff at Parliament buildings. The engineer in charge of the survey was confident as to the feasibility of constructing such a road. However, it may not be necessary. If the bridge across the Ottawa river materializes the C.P.R. will have easy entrance, and with the property on Nicholas street for a site, could erect a fine station.

Everything seems to indicate that the C.P.R. will soon have a station which will be equal to any other, and Ottawa will then have the railway accommodation needed.

Friday 13/08/1897 Ottawa Free Press Ottawa Terminal

Big purchase by C.P.R. of land. Not likely to come into Union depot.--

Friday 22/10/1897 Ottawa Journal Ottawa Terminal

New C.P.R. Central Depot may be built near Maria Street bridge. -- along west side of the canal where the present wood piles are. --

The C.P.R., it is rumored, would build a track from their present Prescott and Ottawa track in by Billings Bridge, through Ottawa East and across the canal near the present bridge to Ottawa East.--

Monday 25/10/1897 Ottawa Citizen Ottawa Terminal

The plans for a right of way on the west side of the canal from the head of the Deep Cut to Sparks street have been filed by the C.P.R. in the Department of Railways and Canals, shows that there was truth in the rumor that the company intended building an independent central station of their own. The intention of this company, as now learned, is to erect a modern depot on the vacant property on Canal street, next to Sappers bridge. In order to reach this point the properties of H.N. Bate & Son, the Ottawa Forwarding Company, and Mr. A.P. Sherwood, will be acquired. It is understood that they are now being negotiated for. The lessees have the properties leased for thirty years, and some difficulty may arise in procuring the lands, as large sums will doubtless be asked for. The application for the right of way will go before the Cabinet as soon as the Minister of Railways and Canals returns and will very probably be granted.

Wednesday 27/10/1897 Ottawa Journal Ottawa Terminal

CPR will come in on the west bank of the canal -- The C.P.R. plans as far as the Deep Cut are filed -- will probably build a swing bridge across the canal at Deep Cut and come in on the west side of the canal.--
The Ottawa and New York Railway is not pushing to have the arbitration in regard to the property on Besserer street settled. They want the property and in all probability will eventually get it, but at present the Ottawa and New York company is concerning itself to complete arrangements with the Canada Atlantic Railway Company to use the tracks and station owned by the C.A.R. Should these arrangements be consummated then the new central station on the east side of the canal bank will be built before many months.
A change between the bridges
Other changes likely to be necessary when the stations are built there will be to cover over the space between Sappers and Dufferin bridges and use that as an addition to the street or as a cabstand.
The cabstand at present in use near the bridge will have to go and the space used by the railway company.

Saturday 30/10/1897 Ottawa Journal Ottawa Terminal

O&NY apply to Railway Committee for terminal arrangements with the CAR. CPR to go on the west side of the canal. CAR freight shed. Long article with plan --
CPR may have detailed plans for a station on the west side but this may only be a bluff.

Saturday 06/11/1897 Ottawa Journal Ottawa Terminal

The C.P.R., despite all that has been said, will build on the west side of the canal, as intimated in the Journal some days ago. The Journal learned today on excellent authority that the terms submitted by the C.A.R. company for the use of their tracks on the east side of the canal are considered exorbitant by the C.P.R. and in consequence, they will build a bridge across the canal at Deep Cut, bring their line in along the west side up to Sapper's bridge. There they will put up one of the finest stations in Canada.
No plans have been filed as yet at the Railway Department but they will be before long.

Tuesday 09/11/1897 Ottawa Citizen Ottawa Terminal

-- new C.P.R. Central station, company's new short line will cross the canal near Ottawa East and run along the west side of the canal into the station. The company will build a line from the old St. Lawrence and Ottawa station on Sussex street, over Nepean Point and across the canal at the foot of the locks to the proposed station.
And they will do more. They will carry out their old plan of building a line around the base of Parliament Hill to their road at the Chaudiere.--

Saturday 20/11/1897 Ottawa Journal Ottawa Terminal

Booth denies he is obstructing the new railways. More.

Tuesday 08/03/1898 Ottawa Citizen Ottawa Terminal Ontario and Quebec Bridge

Drawing of proposed bridge to be build to Hull from the foot of Bank street, (Ontario and Quebec Bridge Co.)

Thursday 14/04/1898 Ottawa Citizen Ottawa Terminal Ontario and Quebec Bridge

The Ontario Bridge Company's bill asking for a charter to construct a bridge over the Ottawa river from Hull to the foot of Bank street, was killed by the Railway Committee of the House this morning. More.

Wednesday 29/06/1898 Ottawa Journal Ottawa Terminal

Mr. Booth states his position. Long article.
In the first place the O&NY insisted that the CAR give them running rights over their tracks from Hawthorne into the city, about 5 miles. This we were willing to give them under payment of a reasonable sum for the privilege allowed, but we stated that the O&NY had no right whatever to demand running powers over our road upon their own terms because while their company was subsidized by the government the CAR never received one cent of subsidy from the government or the city of Ottawa and should not be asked to relieve the O&NY from the usual expense of building their own railway or from paying a reasonable sum for the use of our railway.
More
I have been blamed for putting up a freight shed in front of certain lands which the O&NY had purchased. The expression is used that the Parry Sound company "Knifed" the New York company in this respect. This is untrue. Parry Sound company has a right to use these lands for this purpose - people of Ottawa have complained for years about our shunting across Elgin and Bank Street - why we moved to this location
More.

Saturday 19/11/1898 Ottawa Journal Ottawa Terminal

When the new Central station is built and the various railroads have made arrangements as to running rights etc. it is likely all CPR trains will run into Central station. This will bring the through traffic from the west right into the heart of the city. The CPR may build a line from the present CPR Union depot to the Central depot. Several routes have been surveyed but the one which will be followed has not yet been chosen.

Saturday 10/12/1898 Ottawa Free Press Ottawa Terminal

Reference to the Canada Gazette, proposed charter for a railway by steam or electricity from Ottawa to Meach's Lake, by way of Kingsmere; also to construct branches to Hog's Back, Graham Bay, Aylmer and Hull. More.

24/01/1899 Ottawa Journal Ottawa Terminal

Proposal to create a terminal company. Big article.

Friday 27/01/1899 Ottawa Citizen Ottawa Terminal

Ottawa Terminal Railway proposed - more.

Saturday 01/04/1899 Ottawa Journal Ottawa Terminal

Terminal Company not to go on. J.R. Booth to give facilities without it.

Friday 07/04/1899 Ottawa Free Press Ottawa Terminal

Mr. J. Holland's patent acetylene gas headlight for locomotives was again successfully tested yesterday afternoon, this time on the C.P.R. The engine running on the "Soo" line from here to Montreal, which leaves here at 4.25 a.m. was equipped with one of Mr. Holland's headlights, yesterday morning and the light used. It was on the return trip, however, that the practical test was made. When the train arrived here at 1.40 this morning the light was burning brilliantly and had given the test of satisfaction on the trip up. Mr. C.W. Spencer, general superintendent of the C.P.R., who was at the Union depot when the train arrived, was greatly pleased with the new light.

Tuesday 20/06/1899 Ottawa Free Press Ottawa Terminal

The first train of the new "Imperial Limited" service passed through the city Sunday westbound at 1.25 p.m.

Monday 21/08/1899 Ottawa Citizen Ottawa Terminal

To facilitate the movement of freight between the Union depot and the Sussex street station the C.P. Railway Co. has decided to build a short line across the country on the east side of the Rideau River.

The new line will branch off from the Prescott line some distance of the white bridge over the Rideau River. It will then skirt away from the river till it reaches a point on the Montreal and Ottawa railway near the junction of that road and the Ottawa and New York railway. The remainder of the distance will be covered as at present.

Operations will be started as soon as the surveys are submitted and agreed upon.

The road has been marked out by surveyors and will cross the continuation of Bank street just east of Billings Bridge.

The right of way, with the exception of a few lots, has been purchased.

The growth of the C.P.R. freight business has been such as to necessitate the establishment of the shortest line with the least possible delay.

Thursday 24/08/1899 Ottawa Citizen Ottawa Terminal

Proposed new direct line between Ottawa and Brockville to give G.T.R. a direct link to Ottawa.

Tuesday 28/11/1899 Ottawa Journal Ottawa Terminal

CPR have acquired the land to run a line along Paterson's Creek and under Bank and Elgin Street. CAR should also run in the same corridor - would do away with the need for subways.

Wednesday 29/11/1899 Ottawa Journal Ottawa Terminal

Railroads negotiating. CPR wants to use CAR tracks - otherwise will use Paterson's Creek.

Thursday 30/11/1899 Ottawa Citizen Ottawa Terminal

C.P.R. seeking right of way across city - opposition to a second crossing of Bank street.--

Friday 01/12/1899 Ottawa Citizen Ottawa Terminal

C.P.R. secures right of way from Rideau Canal to Preston street via Patterson's Creek.

Saturday 02/12/1899 Ottawa Free Press Ottawa Terminal

Mr. George E. Kidd, the barrister, has a bright idea to solve the difficulty of level crossings in connection with the entrance of the C.P.R. He suggests that the line be extended from the connection at Daen's (sic) Lake along Centre street to the Exhibition Grounds.

This would cause it to traverse a ravine and no level crossings would be required. There is a large indentation along this district and this would make a splendid natural entrance.

Mr. Kidd says the Canada Atlantic Company should be forced to go in that direction also and remove its tracks from the heart of the city.

The tracks would also be of great benefit to the Exhibition, as all stock and exhibits could be unloaded directly at the ground.

Monday 04/12/1899 Ottawa Free Press Ottawa Terminal

Article on C.P.R. plan to enter the city.

Friday 05/01/1900 Ottawa Citizen Ottawa Terminal

Hintonburg residents are uneasy over the fact that Mr. J.J. Morris of Pembroke, with his assistants, has been engaged in surveying through the center of the village. The survey is said to be in connection with the C.P.R. and the proposed track will run from the C.P.R. west of Queen street, southeast, and then near Concession street, turn straight east and run across the south of the city, either by Paterson's creek or by some one of the streets running east and west to the Central station. The C.P.R. is apparently determined to bring the western passenger trains into the heart of the city in order to compete with the C.A.R. system.

Saturday 20/01/1900 Ottawa Citizen Ottawa Terminal

In an effort to meet city council's wishes C.P.R. is looking for a line next to C.A.R. track.

Tuesday 30/01/1900 Ottawa Journal Ottawa Terminal

It is said Patterson Creek route will be adopted by CPR.

Wednesday 21/02/1900 Ottawa Free Press Ottawa Terminal

While the C.P.R. has its right of way practically all purchased for an entrance across the city by Patterson Creek to the Central depot, on certain properties they had only an option. The company last week renewed the options for a further period.

Wednesday 27/02/1900 Ottawa Journal Ottawa Terminal

Another route now proposed by CPR for reaching Central Depot.

The Canadian Pacific Railway has another alternative route in view for approaching the Central Depot.

A route on the south side of the canal has been sized up and a survey is being made. It seems to present very slight difficulties.

The canal would be crossed somewhere about where the present bridge on the Prescott line, or to the east of it, and a route taken through what is known as Wyoming Park. Bank Street road would be crossed at a point between the swing bridge and Billings Bridge. The line would skirt Ottawa East and strike the present line along the canal bank about the head of Nicholas Street.

Surveyors are going over the route.

Friday 06/04/1900 Ottawa Journal Ottawa Terminal

It is learned today that the Canadian Pacific Railway is again figuring on getting an entrance to the city parallel with the tracks of the Canada Atlantic Railway. It is learned that within the past few days that the railway company has renewed its options for properties along Isabella Street and with this renewal it seems likely that the CPR intends getting into Centre Town that way, in preference to alternative routes which were under consideration.

Friday 06/04/1900 Ottawa Citizen Ottawa Terminal

The C.P.R. has removed its option on certain property between Isabella and Catherine streets in connection with the proposed route across the city. No definite plan however as to the route to be followed has been announced as yet.

Saturday 28/04/1900 Ottawa Free Press Ottawa Terminal

C.P.R. estimate of losses due to fire is \$300,000. This includes station, structures, track, freight sheds and freight for which it is responsible.

Saturday 12/05/1900 Ottawa Citizen Ottawa Terminal

The heavy loss sustained by the Canadian Pacific in the fire is likely to temporarily derange any plans which it has had for securing a right of way across the city and connecting the transcontinental line with the short line running into the Central depot.

Friday 07/09/1900 Ottawa Citizen Ottawa Terminal

The C.P.R. company, a Citizen reporter was informed today on good authority, will cross the city next year connecting the transcontinental line with the short line between Ottawa and Montreal. All the options necessary are understood to have been secured and the plans, it is said, are about to be registered.

The line will likely branch off at the round house on the Richmond Road, cross that thoroughfare and run south over the Prescott line to a point near Young street and from there run nearly parallel to the tracks of the western division of the C.A.R. to the short line tracks down near Hurdman's Bridge.

It was intended to go on with the work this year but the big fire destroyed so much property which had to be rebuilt that crossing the city was not proceeded with. When completed, the line will permit of through trains making much better time than now, owing to the connection being made with the south shore line to Montreal which is much shorter than by the old way. It will also enable western trains to run in and out of the Central depot when it is built.

Saturday 17/11/1900 Ottawa Journal Ottawa Terminal

Ottawa as a railway city. Large article and map.

Friday 30/11/1900 Ottawa Citizen Ottawa Terminal Ottawa, Broad Street

CPR will construct the proposed route through the city in the spring. Route not definitely chosen. Three alternate routes, the preferred one being one that parallels the CAR.

The superintendent is very much pleased with the work on the new depot on Broad Street, which is assuming a completed appearance and will be ready for occupancy about the end of the present month.

Saturday 28/09/1901 Ottawa Journal Ottawa Terminal

According to railway returns some 24,000 passengers were brought into Ottawa last week. Judging by the daily returns the Central Fair was responsible for about half, the royal visit for the rest.

Friday 31/01/1902 Ottawa Citizen Ottawa Terminal

It was rumored today that the C.P.R. will this next summer build its line across the city in order that trains coming in on the main line may connect with the short line at Deep Cut and run down over it to Montreal. Several options on the property which it would be necessary to acquire have been secured.

Saturday 12/04/1902 Ottawa Journal Ottawa Terminal

How the trains will run here.

Expected changes in new time bill.

"Soo" and "Imperial Limited" will enter and leave the Central Station.

When the "Imperial Limited" the Canadian Pacific Railway Company's fast transcontinental train, is on its ninety-seven hour journey from Montreal to Victoria it will come from the metropolis to Ottawa via the short line and on over the Alexandra bridge to Hull and the west. A new time bill is being prepared by the Canadian Pacific and it will provide for the running of the Winnipeg and "Soo" trains over the short line and part of the Beemer system of railways. The new bill will be issued within a short time and is expected to contain many changes of interest and importance to the Ottawa and Gatineau Valleys.

Some of the changes expected were outlined to the Journal by a local railway official. The trains from Montreal for Winnipeg and the west will no longer come to Ottawa by the North Shore railway to the Union Station but will use the short line and Central Station and will go out over the Alexandra bridge to Hull and into Ottawa again over the bridges above the Chaudiere Falls and on to Carleton Place and the west. The "Soo" train will follow the same route. Coming to Ottawa from the west these trains will follow the same route.

The Central station will then be a much livelier place than it has ever been. The Toronto train will probably leave and arrive at the Union station as usual.

A better service will be given on the Pontiac and Gatineau Railways and efforts will be made to boom business on the Hull-Aylmer Electric Railway and with the advertising which the C.P.R. can give Aylmer and Lake Deschenes, plenty of traffic is expected.

Meanwhile work will be rushed on the Pontiac Railway extension from Waltham to Chalk River with a view to having the Pontiac Railway ready for business next winter.

When the Pontiac is extended to Chalk River other changes to the train service will be made. Pembroke and all intermediate stations will be given a local service to and from Ottawa.

The principal effect of the changes will be to make the Central station better deserve its name. Almost all the important trains entering and leaving the city will use the Central station.

Saturday 24/05/1902 Ottawa Journal Ottawa Terminal

Editorial. CAR has no rights to reject CPR. No Central station although city funded. No trains running over the Interprovincial bridge.

Tuesday 03/06/1902 Ottawa Journal Ottawa Terminal

City council meeting. Central Depot must be open to all railways entering city.

Monday 02/02/1903 Ottawa Journal Ottawa Terminal

Ottawa may get second great railway system with the sale of the Great Northern to MacKenzie and Mann. Booth says they haven't asked him to sell Canada Atlantic.

Thursday 26/02/1903 The Equity, Shawville Ottawa Terminal

Rumour has been revived that the C.P.R. will shortly rearrange its line from Ottawa to Pembroke to save about 41 miles, thereby shortening the time between Montreal and the coast. It says plans have been completed to build a new depot and freight shed on Sussex St. on the C.P.R.'s property there, and add a new pier to the Interprovincial Bridge to make an approach from Sussex St. This would render the Co, independent of the Central Station and would save about \$50,000 per annum for its rent. It is said a survey was made recently with a view to building the station on the corner of Sussex and Cathcart Sts. An option has been obtained on the Law property, which may be converted into a freight shed. By this scheme the transcontinental trains would follow the previously suggested route over the Pontiac and Pacific to Waltham, crossing the Ottawa River at Pembroke. The Prescott line trains and all Montreal and eastern traffic would enter this station, and as at present the Chaudiere station would be used for Toronto and western traffic.

Messrs. McKenzie (sp) and Mann, the railway magnates of Canada, are asking parliament for a charter to build several branch lines in connection with their already existing lines, and there is a prospect for another railway for the town of Renfrew. One of the main branches under this project may be said to begin at Montreal; a spur line connecting that city with their Great Northern Line now running to the north of Montreal, between Quebec and Hawkesbury. From this latter point, they will build to Ottawa; from Ottawa on west through Arnprior and Renfrew, where they will cross the Bonnechere, going to the north side of the river, and thence taking a course pretty nearly mid-way between the Canadian Pacific and Canada Atlantic railways, going westward to the mouth of the French River.

Saturday 30/06/1906 *Ottawa Journal* *Ottawa Terminal*

Ottawa - A Railway Centre. Big article with pictures of officers.

Saturday 23/07/1906 *Ottawa Journal* *Ottawa Terminal*

Ottawa's Efficient Railway Conductors - Article.

Friday 06/05/1910 *Ottawa Journal* *Ottawa Terminal*

C.P.R.'s big under Ottawa plans.

Want to build a tunnel under Wellington street. Close Rideau Canal from Deep Cut to locks. Includes map. More.

Wednesday 08/06/1910 *Ottawa Journal* *Ottawa Terminal*

Mr. McNicoll explains tunnel scheme. CPR - article.

Thursday 16/06/1910 *Ottawa Journal* *Ottawa Terminal*

Mr. McNicoll explains the CPR plan to use the Rideau Canal. Article.

Tuesday 05/07/1910 *Ottawa Journal* *Ottawa Terminal*

Plan to divert canal practicable. Article.

Thursday 07/07/1910 *Ottawa Journal* *Ottawa Terminal*

CPR proposal would be better if city owned the tracks - Mayor. Article.

Saturday 09/07/1910 *Ottawa Journal* *Ottawa Terminal*

Independent proposal to build a station in the bay of the Ottawa river at the foot of Bank street. Access fro C.P.R. would be easy, but a Y bridge would be needed to connect to the Central Depot and Interprovincial bridge. Article.

Tuesday 12/07/1910 *Ottawa Journal* *Ottawa Terminal*

Discussion on Union station issue. Article.

Saturday 16/07/1910 *Ottawa Journal* *Ottawa Terminal*

Proposed diversion of the canal by way of Dows Lake and the Chaudiere - scheme of N. Cauchon. Includes map which is printed upside down. Article.

Wednesday 23/11/1910 *Ottawa Journal* *Ottawa Terminal*

Board of Control recommends engaging engineer Mr. W.F. Tye to investigate question of railway terminals.

Thursday 08/12/1910 *Ottawa Journal* *Ottawa Terminal*

New scheme for a C.P.R. entrance to the city. Avoid closing of the canal. Would have C.P.R. use their own property on Nicholas street and burrow under the Grand trunk tracks from Laurier bridge to Queen street. More.

Saturday 31/12/1910 *Ottawa Journal* *Ottawa Terminal*

Plan of how C.P.R. could get through Ottawa. Good sized plan - shows a line under Majors Hill Park and along below Parliament Buildings to Union Station.

Tuesday 17/01/1911 *Ottawa Journal* *Ottawa Terminal*

The vote in City Council last night accepting the recommendations of the Board of Control on the subject of railway entrance to the city seems to give general satisfaction. City Engineer Kerr, Engineer Tye of Toronto and a third to be appointed by the Dominion Government, are to constitute a board to report on the best solution of the problem.

The amendment moved in council to substitute Mr. E.E. Perreault C.E. of the Dominion Public Works Department, ex-City Engineer of Ottawa for Mr. Tye, was without Mr. Perreault's knowledge. Mr. Perreault said to the Journal today, " I knew nothing of this beforehand, I was not an applicant, and in fact my position as a government engineer precluded my being such."

It is probable that Mr. Perreault's name came to be put forward because it is an open secret that he was the author of the suggested C.P.R. route through Ottawa which the Journal recently published a half page map of, which met favorable comment.

Monday 03/04/1911 *Ottawa Journal* *Ottawa Terminal*

Experts Report Railway Entrance

Scheme suggests cross city tunnel for the use of all roads.

Grand Trunk tracks through Ottawa would be taken away.

New canal would follow the original plan of the British engineers.

More - part missing.

Tuesday 04/04/1911 *Ottawa Journal* *Ottawa Terminal*

Map of proposed scheme for routing trains through a tunnel into Union station (GTR) More

Friday 12/01/1912 *Ottawa Journal* *Ottawa Terminal*

C.P.R. asked to file plans for tunnel with Minister of transport.

Thursday 18/01/1912 *Ottawa Journal* *Ottawa Terminal*

No decision by Canadian Northern about location of shops or uptown station. --

Saturday 24/02/1912 *Ottawa Journal* *Ottawa Terminal*

Kent street C.P.R. Depot with tunnel tracks? Article.

Monday 08/07/1912 Ottawa Journal Ottawa Terminal

C.P.R. tunnel is not to be started this year.
Government has given consent to undertaking but company is carefully considering project. More.

Wednesday 18/06/1913 Ottawa Journal Ottawa Terminal

C.P.R. Tunnel Scheme temporarily abandoned.

Tuesday 09/09/1913 Ottawa Journal Ottawa Terminal

C.P.R. finally abandons Tunnel Scheme. New proposition made to government includes use of G.T.R. right of way into city.

Wednesday 29/04/1914 Ottawa Journal Ottawa Terminal

Railway Facilities of Ottawa. Contains a summary, with incorrect information, of the history of the railways of Ottawa. Includes a line drawing of Broad Street. Special issue to commemorate the thirtieth anniversary of the Journal.

Wednesday 03/02/1915 Ottawa Journal Ottawa Terminal Central Depot

The report is still persistent that the C.P.R. is endeavouring to obtain further accommodation at the Central Station and use it as a terminal for several of the trains now running from the Union Station. However, C.P.R. officials in Ottawa today declared that they knew nothing of such project. One railway man stated that while C.P.R. would probably be glad to obtain facilities for more trains at the Central Station, it would hardly be possible for it to do so, as the accommodation was already taxed almost to capacity with all the G.T.R., C.N.R., O. and N.Y., and eight C.P.R. trains daily.

Monday 05/04/1915 Ottawa Journal Ottawa Terminal Ottawa, Broad Street

In spite of denials made at the head railway offices in Montreal of the rumors that the C.P.R. is going to abandon the Broad Street Station and run all its trains to and from the Central Station. The Journal is informed on reliable authority that negotiations between the two companies are now nearing completion, and that it is not unlikely that an arrangement will be reached in the course of a couple of weeks.

The plans provide for the abandoning of the Broad Street Station entirely for passenger traffic. The station buildings would be torn down, the yards being used for freight only.

Not long ago the C.P.R. bought some land on Nicholas street, and The Journal learns that if the negotiations with the G.T.R. are brought to a successful termination, work will be commenced without delay on tearing down the buildings now on the Nicholas street property, grading it and building a retaining wall along the embankment. Yards will then be laid out on the property, and \$100,000 will be spent on the work. As previously intimated, the trans-continental trains would not run through Hull, but would back out of Central station and use the Parry Sound branch of the G.T.R. for a short distance in order to connect with the C.P.R. main line west of the city. The Gatineau trains would run in over the Alexandra Bridge, giving the summer residents of the Gatineau district a service that they have long been agitating for. The Prescott trains would run into the Central station by way of Chaudiere Junction.

Considerable variation in the running time of some of the trains will have to be made in order to supply accommodation for extra trains. However, it is claimed that there is plenty of trackage accommodation at the station for all with a rearrangement of timetables, and the station itself has ample conveniences for much heavier passenger traffic than it now handles.

Tuesday 20/04/1915 Ottawa Journal Ottawa Terminal Ottawa, Broad Street

It is rumored that the arrangement which has been talked of for some time whereby the C.P.R. will abandon the Broad street depot for passenger traffic and run all its passenger trains into the Grand Trunk Central Station will become effective on June 1 next. No confirmation can be secured to this report at the local offices of the railways as all the negotiations have been carried on through the head offices in Montreal.

Monday 28/06/1920 Ottawa Journal Ottawa Terminal

UNIFICATION OF GTR and CNR

Inaugurated with operation of new train out of capital

Amalgamation of roads gives the state the largest system in the world; better service to areas from Ottawa to Montreal, and the west. First train was Sunday June 27th, 1920 to Montreal; next was a train from Ottawa to Winnipeg to connect with the GTP.

It was a long story.

Thursday 27/05/1926 Ottawa Journal Ottawa Terminal

Urges New Station for Through Traffic

Noulan Cauchon Favours Tunnel Under Ottawa River.

Report of a speech by Noulan Cauchon.

Thursday 29/12/1941 Ottawa Journal Ottawa Terminal

Sir Winston Churchill arrives in Ottawa by special train. It backed into track three. He travelled in a special Pennsylvania Railroad car.

28/04/1953 Ottawa Citizen Ottawa Terminal

Article on removal of cross town tracks:

<http://news.google.ca/newspapers?id=aNowAAAAIABAJ&sjid=Wd8FAAAAIBAJ&pg=3784,6161887&dq=railway+train+cpr+bride&hl=en>

Friday 10/06/1955 Ottawa Citizen Ottawa Terminal

With picture.

The slick streamliner Super Continental of the Canadian National Railway was brought into Ottawa by push button yesterday. A joint project by the Federal District Commission and the Canadian National Railways has resulted in a million dollar installation down at the Union Station. Here some 28 miles of railway track in the Ottawa terminals are now all controlled from this panel. Here's No. 2 coming in from Bells Corners while everybody tries to help. Standing: left, Austin Cross, Citizen, G.T. Dunn, CNR superintendent, Alan K. Hay, general manager, FDC; and silas Wass, railway consulting engineer for the FDC. Seated is operator J.R. Sine.