

# Local Railway Items from Ottawa Papers - Ottawa, Northern and Western

*Tuesday 11/03/1902 New York Times Ottawa, Northern and Western*

NEW VANDERBILT RAILROADS.: Option Secured on the Ottawa, Northern and Western Line Into Canadian Capital.

MONTREAL, Quebec, March 10 -- The Vanderbilt railway interests of the United States, who, through Dr. Seward Webb, are credited with having purchased the Canada Atlantic Railway system, have also secured an option on the Ottawa, Northern and Western Railway, and the Inter-Provincial Bridge, which spans the Ottawa River at the federal capital, and gives entrance to the new central station in that city. The purchase, it is said, will be concluded immediately after the Canada Atlantic sale is consummated.

It is only a few months since the Interprovincial Bridge Company, the Pontiac and Pacific Junction Railway, the Gatineau Valley, and the Hull Electric Railway were all amalgamated under the title of the Ottawa, Northern and Western Railway. The purchase of these various lines by the new company was to have been concluded within twelve months of the date of amalgamation, but the option has now been handed over to Dr. Seward Webb for the Vanderbilt system. The Inter-Provincial Bridge gives the Canada Atlantic system immediate connection with the north shore of the Ottawa and the junction of the Gatineau Valley and Pontiac and Pacific Junction roads.

The Pontiac and Pacific Junction Railway, besides its line already constructed, possesses a charter for the construction of a line to Sault Ste. Marie, which would establish direct communication between Mr. Clergue, works at that point and Boston and New York with a slight advantage in mileage, the Gatineau Company possessing a charter to construct northerly to James Bay.

*Thursday 10/04/1902 Ottawa Journal Ottawa, Northern and Western*

The Canadian Pacific Railway is officially expected to take over the Ottawa, Northern and Western Railway by July 1, but before that time the new owners will have spent a large sum in putting the Pontiac and Gatineau Railways into first class condition. That is what well informed railway men say and they expect to see the CPR rush the construction of bridges over the Ottawa between Waltham and Chalk river. A large sum of money will be spent along the Pontiac Railway on heavier rails and a general improvement of the roadbed.

*Monday 14/04/1902 Ottawa Journal Ottawa, Northern and Western*

Papers ready in O&NW sale.

Meeting of CPR directors called.

Montreal April 14th. A meeting of the CPR directors has been called for this afternoon to settle the matter of the projected purchase of the Ottawa, Northern and Western Railway. It is said the papers are ready and only need the signature of the president and secretary to complete the deal.

*Thursday 01/05/1902 Ottawa Journal Ottawa, Northern and Western*

Sale of ON&W is complete.

Canadian Pacific now owns all stock.

Meeting being held this afternoon to appoint new board of directors.

Montreal May 1. It is officially stated that the Canadian Pacific has today secured all the stock of the Ottawa, Northern and Western Railway. A meeting will be held in the office of Hanson Bothers at four o'clock this afternoon to appoint the new board. It is understood that the newly-acquired lines will be run under the same plan as the Kingston and Pembroke Road, recently acquired by the CPR and that Mr. C.W. Spencer will be appointed president and general manager.

*Wednesday 21/05/1902 Ottawa Journal Ottawa, Northern and Western*

New timetables on the Pontiac Pacific Junction and the Ottawa Northern and Western Railways will go into effect on Friday May 23. The new coaches will arrive within ten days and will be put into use at once.

On the Pontiac a passenger train will leave Ottawa at 5.10 p.m. daily except Sunday and a mixed train at 6.45 a.m. on Monday, Wednesday and Friday.

Returning the passenger train will reach Ottawa at 9.25 a.m. and the mixed at 4.45 p.m. Special Sunday trains will be run occasionally during the summer.

On the Gatineau line a passenger train leaves the city at 5.05 p.m. daily except Sunday and a mixed train at 7.45 a.m. except on Saturday and Sunday. On Saturday a train will leave at 1.30 p.m. and on Sunday at 9.30 a.m. The passenger train returns at 8.25 a.m. except on Sundays and the mixed train at 6 p.m., the Saturday train at 8 p.m. and the Sunday train at 6.45 p.m. The trains are scheduled to make from 10 to 20 minutes faster time.

*Friday 23/05/1902 Ottawa Journal Ottawa, Northern and Western*

Say they had to withdraw

CP claim they were ousted from Central Station. CAR Says no.

The new timetables on the Ottawa, Northern and Western and Pontiac, Pacific Junction railways went into effect today. The first trains left and arrived at union station promptly on time. The summer rates also went into effect. These re the same as last year, but Mr. Resseman, general superintendent, says that there will probably be a reduction.

The management of these lines claim that when their lease with the Canada Atlantic Railway for the use of the Central station expired on March 13th that Mr. Chamberlain of the Canada Atlantic Railway gave notice that they would be unable to give the accommodation any longer. If the CPR had not taken over the lines it was contemplated to interview the government regarding erecting a separate station under wherethe steps lead to the Central station and to erect freight sheds at St. Patrick Street.

Not in the city

Mr. Chamberlain is not in the city today, but another official of the Canada Atlantic Railway says that the reason the stations are changed is that the trains can be handled much cheaper at the Union station. He also stated that the CPR had withdrawn of their own accord owing to the rate of rental.

The removal of these trains from the Central depot has created a great deal of dissatisfaction among the patrons of the ON&W who live up the Gatineau in the summer. If, as is stated, the CAR has ordered the trains withdrawn, there will undoubtedly be a fight before the railway committee of the Privy Council, as there is an existing agreement between the CAR and the government that they shall allow a limited number of trains per day to arrive and depart from the Central depot. If, on the other hand, however, it is owing to the rental expenses, it is probable that the CPR intend withdrawing the Gatineau trains in favour of the four transcontinental trains which pass through the city daily. This would enable them to make considerable time running through Hull and over the short line to Montreal. In the meantime, the summer residents of the Gatineau ave become very indignant and will, as a result circulate a petition asking that the service of last year to the Central depot be restored.

*Friday 23/05/1902 Ottawa Journal Ottawa, Northern and Western*

Advertisement shows ON&W trains leaving Union Depot.