

# Local Railway Items from Area Papers - Deschenes Bridge Company

10/05/1895 *Ottawa Journal*

*Deschenes Bridge*

## DESCHENES' PROJECTED BRIDGES

The Conroy Company Get Their Bill Passed - Matters Watched by the Ottawa Street Railway Interest.

The railway committee of the House of Commons organized this morning, electing Lt-Col Tisdals chairman.

The bill to incorporate the Deschenes Bridge Co. was passed. This is not the company promoted by the Ottawa street railway. Its incorporators are Wm. J. Conroy, Robt H. Conroy, J.R. Booth, C.J. Booth, J.F. Booth, John Christie and Wm. Anderson. Mr. Christie appeared for the applicants.

Of course the object is to construct a bridge over the Ottawa above the Deschenes rapids. The location is; From some point in the vicinity of Britannia at or above the Deschenes Rapids to the opposite side of the river. The company are to have power to construct a railway line three miles in either direction from the terminals of the bridge in order to connect the bridge with railways, tramways, etc. There is power to arrange the bridge for the use of foot passengers, carriages and vehicles all kinds; also for the use of electric cars and railway cars. The tariff of tolls has to be submitted to the Governor General in Council for assent.

The original bill provided that so far as tolls for street cars, railways, etc., were concerned, they should be such as the railway companies concerned and the bridge company might agree.

At the instance of Mr. Chrysler, who with Mr. J.W. McRae represented the rival project promoted by the Ottawa Street Railway Company, this last clause was changed so as to put all railway companies on the same footing as the public in this regard, that is, that the tariff should have to be submitted to the Governor-General-in-Council.

Mr. Chrysler also raised a question as to the location of the bridge. The available space being limited, he said it was desirable to see that the Conroy Company should not have any exclusive rights. It might possibly be necessary for his (Chrysler's) company to locate within 100 yards of the Deschenes company's. It was agreed to settle this point when the other bill was taken up.

The capital stock of this company is fixed at \$500,000. The head office is to be at Ottawa.

The bonding powers were fixed at \$500,000. Work must be commenced within two years and finished within seven.

The company is to have power to lease or sell the bridge and its approaches, surveys, plans, or amalgamate with other companies, subject to the approval of the shareholders and the Governor-in-Council

10/05/1895 *Ottawa Free Press*

*Deschenes Bridge*

Railway Committee.

The bill to incorporate the Deschenes Bridge Company, composed of W.J. Conroy, Hull; J.R. Booth, J.F. Booth, John Christie, and William Anderson of Ottawa was taken up. Sir James Grant introduced Mr. Christie the company's legal advisor. In reply to Mr. Haggart, Mr. Christie said the total length of the bridge was to be 1,560 feet and that they desired the usual approach of track of three miles on each side. On a question raised by Mr. Fraser, Mr. Haggart said he knew the place, had no objection to the clause which declared it to be for the general advantage of Canada. The specification had to be approved by the government, and they could provide that in case of a canal being built there, a drawbridge would have to be constructed.

Mr. Chrysler, for the Ottawa Electric Railway Co., said his company proposed building a bridge, either at the same point or at Skead's Mills. At the former point there was only about 100 yards available where a bridge could be built. He wanted the section amended so as not to give the company exclusive bridge building rights at this point. He was assured that his company would be safeguarded when its own bill came up. Mr. Chrysler also secured an amendment putting railway companies on the same footing as foot passengers in case of a dispute as to tolls to be charged. The capital stock of the company is to be \$500,000, and the estimated cost of the bridge \$300,000. The bill passed.

11/05/1895 *Ottawa Citizen*

*Deschenes Bridge*

The bill to incorporate the Deschenes bridge company was before the House Committee on railways canals and telegraphs yesterday and was passed with one or two slight amendments. Mr. Christie, solicitor for the Conroy company, appeared on behalf of the promoters of the enterprise and explained the details of the project. Mr. F.H. Chrysler, counsel for the Ottawa Electric railway and Mr. J. W. McIlrae, opposed the granting of exclusive privileges to the Deschenes company as the Ottawa electric people proposed bridging the Ottawa at or near the same place and the available space for a bridge is limited. Assurances were given that the electric company's right would be safeguarded. Another amendment obliges all disputes as to tolls charged to railway companies to be referred to the Railway Committee of the Privy Council.

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*Deschenes Bridge*

The Deschenes Bridge Company was also read a third time.

11/06/1895 *Ottawa Citizen*

*Deschenes Bridge*

## DESCHENES BRIDGE BILL

It is Read a Third Time in the Senate After Some Debate

Hon. Mr. McCallum moved in the Senate yesterday the third reading of the bill to incorporate the Deschenes Bridge Company.

Senator Power called attention to an error in the amendments to the bill as printed in the minutes. Senator McCallum saw no reason why the bill should be again delayed. He thought that these objections were taken only for the purpose of delaying the bill. Senator Scott's amendment that the company be compelled to alter the construction of the bridge at any time provided a canal should be built along the shores of the Ottawa river, without claim for damages, was equivalent he said to a six month's boost.

Senator Scott: Oh no;

Senator McCallum: But I say yes. It would be impossible for this company, if you load down this bill, to borrow money to carry on the work.

The company in asking for the charter, he said, was in earnest and proposed to do the work it sought powers to do. He was afraid the senators from Ottawa feared the proposed bridge would mean the taking of a few street railway fares from Ottawa.

Senator Power disavowed any intention of opposing the bill. He simply desired to call attention to an error in the printing of the amendments made in committee.

Senator Scott did not intend to oppose the bill. It was true, he said, that in committee he had favored a single bridge for the use of the two companies which sought incorporation and powers to bridge the river at Deschenes. Those supporting the bill had, however objected and he was quite willing to bow to the wish of the majority. His amendment, proposed on third reading, as to changes should a canal be constructed, he had also proposed in committee where it had been defeated. He pointed out the importance of the Ottawa river canal scheme and said that his only object in proposing [sic]

Ottawa County Council

A motion was adopted to memorialize the Dominion Government to grant a reasonable bonus towards the construction of the proposed bridge across the Ottawa river at Deschenes

INTERPROVINCIAL BRIDGE.

Carleton. County Council Will Ask the Government to Aid it.

The proposal to build a bridge over the Ottawa River at Deschenes was endorsed by the County Council yesterday in the following resolution: "Moved by Councillor Berry, seconded by Councillor Bell, that whereas it has been brought to the attention of this Council that a charter has been obtained from the Dominion of Canada incorporating the Deschenes Bridge Co. to construct an iron railroad and high way bridge from some point within the township of Nepean in the County of Carleton across the Ottawa River to a point in the township of Hull in the County of Ottawa and province of Quebec,

And whereas this Council deems the construction of such bridge to be a matter of very great importance for aiding in the growth and development of the County of Carleton and a matter of the first importance and convenience to a large number of the residents in said County, therefore be it resolved.

"That this Council do memorialize the Government of the Dominion of Canada to grant from the public funds such reasonable amount as they may deem fit and proper, to assist in the construction of such bridge."

Bearman and Barry were appointed to draft and engross the memorial, and will present it to the Government.