

Local Railway Items from Area Papers - Hull, St. Louis Dam and Victoria Springs Ry.

27/02/1897 *Ottawa Journal*

Hull, St. Louis Dam and Victoria S

NEW ELECTRIC RAILWAY

COMPANY WITH \$1,000,000 CAPITAL WANT INCORPORATION

To Run a Line Around the City Touching the Victoria SSulphur Springs, Hog's Back and Other Points - Work Begin When Charter Is Granted

A company With \$1,000,000 capital is applying for incorporation to build a belt, line of railway around the city of Ottawa. The company is to be known as the Hull, St Louis Dam and Victoria Springs Railway Company.

From enquiries made from one of the promoters of the company today The Journal learns that the company that is promoting the scheme-has secured an option on the Victoria Sulphur Springs on the Montreal road. Their first line of railway will be built from Cumming's Bridge to the Victoria Springs, a distance of six miles. Following this there will be a belt line around the city to St. Louis Dam and other suburbs.

The construction of the road will be begun as soon as the charter is granted and the company obtain the of way.

There are several heavy capitalists behind the scheme.

Mr. T.G. Brigham. of this city, makes the application for incorporation.

01/03/1897 *Ottawa Citizen*

Hull, St. Louis Dam and Victoria S

NEW ELECTRIC RY. SCHEME

As trustee for the proposed company, Mr. T.G. Brigham gave notice in last Saturday's official gazette "that application will be made to the parliament of Canada, at the next session thereof, for an act to incorporate a company with power to construct, equip, maintain and operate by steam or electricity a line or lines of railway, to be known as the Hull, St.Louis Dam and Victoria Springs Railway Co." It is said that the company has secured an option on the Victoria Sulphur Springs, and will commence with the construction of an electric railway from Cumming's Bridge to that point, which is about six miles out the Montreal road. The charter, if granted, will, however, empower the company to connect its Cummings' Bridge terminus with Hull by means of a belt line around the city via the St. Louis Dam.

04/03/1897 *Ottawa Journal*

Hull, St. Louis Dam and Victoria S

NOTICE.

is hereby given that an application will be made to the Parliament of Canada, at its next session, for an act to incorporate a company to be called the Hull, St. Lewis Dam and Victoria Springs Railway Co. with power to construct, equip, maintain and operate by steam or electricity a line or lines of railway, from some point in the city of Hull, Province of Quebec, to the Victoria Springs in the township of Gloucester, Province of Ontario, together with other po

T.C. Brigham.

Trustee for the proposed company.

Ottawa, 25th Feb. 1897

04/05/1897 *Ottawa Journal*

Hull, St. Louis Dam and Victoria S

Among the private bills touched on, the bill to incorporate the "Hull, St. Louis Dam and Victoria Springs Railway Co." was read a second time, and will now be considered by the railway committee. This is the electric line which Mr. TC.. Brigham is promoting, to run around the city and down the Montreal Road.

04/05/1897 *Ottawa Citizen*

Hull, St. Louis Dam and Victoria S

A number of private bills were advanced a stage, among them the act to incorporate the Hull, St. Louis Dam and Victoria Springs railway company.

04/05/1897 *Ottawa Free Press*

Hull, St. Louis Dam and Victoria S

A measure of considerable local interest to residents of Ottawa is now before parliament known as a bill to incorporate the Hull, St. Louis Dam and Victoria Springs railway company. The promoters ore T.G. Brigham, E.D. Moore, Charles A. Moore, John D. Heney and Arthur R.M. Boulton. The company may construct and operate a railway from Hull, thence southerly across the proposed Interprovincial bridge or any other bridge that may be built at that point thence along the canal reserve of Ottawa to the deep cut thence easterly through the now vacant property to the present rifle range, then across the Rideau river to a point at or near the Montreal road, thence to what is known as Victoria Springs, thence to the Ottawa river to a point at or near Rockcliffe, thence south easterly to a point at or near what is known as Beechwood, thence to a point of the crossing of the Rideau river, also along the St. Lawrence and Ottawa Railway company's tracks from the point of intersection of the proposed line with the lines of the railway mentioned to the Sussex street depot, and may also construct a branch line from the head of the said deep cut in a southerly direction to what is known as Hogs Back on the Rideau Canal, the whole being approximately about fifteen miles.

The company may enter into an agreement with the Canadian Pacific Railway company, the St. Lawrence and Ottawa Railway company and the Canada Atlantic Railway, the Ottawa Electric Railway or the Ottawa and Gatineau Railway company, for conveying or leasing the railway of the company hereby incorporated on such terms as are agreed upon.

10/06/1897 *Montreal Gazette*

Hull, St. Louis Dam and Victoria S

Mr. Edwards' bill to incorporate the Hull, St. Louis Dam & Victoria Springs Railway Company, providing for the construction of a railway from Hull, Que., by way of the interprovincial bridge and Ottawa to Victoria Springs, Ont., thence to Rockcliffe; also a branch line to the Rideau canal, the whole distance being about 15 miles, was opposed by a representative of the Ottawa Electric Railway on the ground that it would traverse the exclusive territory of that road. Aids. Stewart and Cook, on behalf of the City Council, also opposed the bill on the same ground. Mr Mclean objected to the plea of vested rights constantly urged by the Ottawa Electric Railway, which, if generally urged, would prevent all progress and improvements in the country. Mr. Blair, Minister of Railways, held that the construction of the road would not infringe on the rights of the Ottawa Electric railway. Sir Charles Tupper also resisted the application of the company as an invasion of the rights of the Ottawa Electric Railway. Mr Blair said the question was simply one of the amount of compensation to be extended to a company which had acquired certain rights. He objected to the bill being passed in its present form, as it did not conform to the usual terms. In deference to the views of the minister, and the feeling of the committee the bill was then withdrawn.