

Local Railway Items from Area Papers - Interprovincial Bridge

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.

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*

THE BRIDGE MATTER.

A resolution was moved by Ald. Maclean, seconded by Ald. Borthwick, as follows: "that the council recognizing the necessity of guarding the interests of the city in the legislation that is now being asked for by a company to bridge the Ottawa River at or near Nepean Point would request the legislative committee of the council to ask the committee of parliament before which this bill is to be considered, to see that the public interests are protected by providing : 1. That the bridge shall be continued to be open to all railroads desiring to use the same on equal terms and that no discrimination shall be made in favor or against any railway company using such bridge. 2. That the bridge company shall not be authorized to lease the said bridge or the rights and privileges connected therewith, unless and until the railway committee of the privy council have consented to the terms of such lease after the corporation of the city of Ottawa have had an opportunity to be heard in reference thereto. 3. That in the event of the municipality granting a bonus to the undertaking provision should be made in the charter for representation on the board of directors by the municipality.

And that any other stipulation deemed desirable in the interests of the corporation should be urged on the attention of the committee of parliament by the said legislative committee."

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

OTTAWA RIVER BRIDGE BILL

The Ottawa River Bridge International incorporation Act was again the first order of the day before the railway committee this morning. The chairman, Sir Hector Langevin, said that he was informed by Mr. Perley that the various parties interested are coming to an agreement and would probably be able to report during the morning. The order was therefor laid over for a time.

On its again being called Sir Hector read the following names as being added to the list of promoters: A. W. Fleck, A. J. Chamberlain, G. H. Perley, J. W. McRae, H. J. Beemer, J. S. Hall, F. Brennan, S. Tester, H. Macmillan, J. B. Mongenais, Hickey, Whitney, Scott, M. D., and Champagne. Hon. Peter Mitchell objected that the C.P. Ry. was not represented.

A clause had been added providing that all railway companies using the bridge should be represented on the directorate and that in case of the city of Ottawa granting a bonus that it should also be represented. Mr. Perley moved that the starting point in Ottawa be changed from some point between Metcalf Square to St. Patrick street, to, from some point between Metcalf Square and the foot of the Rideau locks. This was agreed to. Hon. J. A. Chapleau, to protect the Pontiac Pacific charter, moved that a clause be inserted that no powers included in this charter should interfere with rights already granted in other charters.

Mr. Peter White objected, as the P. & P.J. might stop any bridge being built.

Mr. Chapleau said that within three months the Pontiac and Pacific Junction had lodged in the department of railways, plans and profiles for a bridge on this very site.

Mr. Perley asked that the amendment be rejected.

The amendment was defeated and the bill reported.

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

THE BRIDGE BILL PASSES.

Senator Clemow Rhetorically Sits Upon an Obstructionist.

When Hon. Mr Clemow moved to the third reading of the Interprovincial Bridge Bill yesterday in the Senate, Hon. Mr. Power made his usual objection on the score of defacement of the landscape and the use of Majors' Hill Park and Nepean Point. He moved an amendment to confine the location on the Ottawa side to some point between New Edinburgh and the upper end of Metcalfe Square. He said, further, that some of the promoters had only recently been in insolvency.

Hon. Mr. Clemow asked for their names as he did not know one of them who had been in this state of financial insecurity.

Hon Mr. Scott said the amendment was out of order, as no notice of it had been given beforehand.

The Speaker having ruled the amendment out of order. Hon. Mr. Power moved another amendment to refer the bill again to committee.

The Speaker declared this motion also out of order.

Ho. Me. Clemow said: The honorable member from Halifax (Mr. Power) seems to take a paternal interest in this project. He has offered a persistent opposition to this bridge company, for what reason I do not know. He seems to ignore the fact that the city council, who are the guardians of the city's interests, and the government, who are alive to the interests of the country, are in favor of the bill. "the situation, he continued, was the most advantageous that could be selected. The bridge would be 30 or 40 feet below the level of Nepean Point, and instead of injuring the place would beautify it. The situation, for which a charter had been granted three years ago like that suggested by Mr. Power, was not a good one. The latter would necessitate the crossing of nine streets of the city." He (Mr. Power) states that some of the corporators are insolvent. I should like to know who they are, but I do know that some of them have a very large stake in the city. We are promised aid from the Ontario and Quebec legislatures, and the bridge will be built in a very short time. He said if the bill had been allowed to pass the other day a delegation would have proceeded to Toronto and received a considerable amount of assistance for the purpose of proceeding with the work."

After further discussion the motion was agreed to and to the bill was read a third time and passed.

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.

WILL SPAN THE RIVER

THE P. & P.J. RAILWAY TO BUILD NEPEAN POINT BRIDGE

That Line and the Gatineau Valley Will Come into the Central Depot - The Work to Commence at Once and Will Cost \$750,000.

Mr. Dale Harris, engineer of the Pontiac & Pacific Junction Railway and the Gatineau Valley railway, informed THE JOURNAL this morning that the building of a bridge across the Ottawa, from Hull to Nepean Point, is a settled fact.

The scheme has been under consideration for some time and it will be ratified by the shareholders of the Pontiac railway company at the annual meeting to be held in Montreal on Wednesday next.

At the same meeting the shareholders will agree to issue bonds for the cost of the bridge. A purely railway bridge will cost \$500,000 while a railway and bridge combined would cost \$250,000 more.

WILL AAMALGAMATE

Mr. Harris explained that the P. and P.J. railway, and the Gatineau Valley railway will become amalgamated and use the bridge conjointly. The two lines will join about half a mile back from the ferry landing on the whole side. From that point of junction to the river edge a great deal of filling will have to be done to bring the level up to the Nepean Point elevation.

WILL BEGIN WORK AT ONCE

The bridge will strike Nepean Point at its extreme point, and from there the railway line will be carried around the edge of Major Hill park along the east side of the canal until it junctions with the Parry Sound and other lines at the Central Depot at Sapper's bridge.

The P. & P.J. railway company have a bridge charter, and will either purchase the C.P.R. branch between Ottawa and Aylmer, or else build an independent line of its own.

Mr. Harris expects that work on the bridge will commence at once in the shape of surveying, drawing stone for pier work, etc.

THE CITY WILL HELP

Mayor Durocher, asked this morning if he thought the city would assist the project, replied, "Yes, I believe the city will assist it with both hands. We want an avenue to the north for our farmers and business men and I think every citizen is prepared to go into his pocket and give substantial aid."

LOOKS LIKE BUSINESS

MR. BEEMER ASKS FOR PLANS FOR THJEG.V.R. TO ENTER OTTAWA

An Engineer Taking the Numbers of Lots Through Which the Road Would Pass in Hull - as to Pembroke Bridge.

Mr. H. J. Beemer, president of the now amalgamated railways, the Gatineau Valley and Pontiac & Pacific, has ordered his engineering staff to prepare plans for the bridging of the Ottawa, at Ottawa city and also near Pembroke and chief engineer Mr. Dale Harris is now at the work. As far as can be learned it is believed that the Pontiac Railway will be pushed across the river to Pembroke at the earliest date and at the same time the bridge across from Hull to the Ontario site will be constructed as soon as the necessary financing is done so as to let the Pontiac road and the Gatineau Valley into Ottawa by way of Nepean Point.

It may be stated that the bridge now proposed to be constructed has been in contemplation for some years and that five years ago a preliminary survey was made of the route from Hull down to the river side and the elevations taken. Things were left in advance, however, until the late amalgamation of the Pontiac and Gatineau roads, when the scheme of bridging took new life and now the prospects are that it will be pushed to completion at an early date. This bridge will give the two wards mentioned an outlet to the south, east and west. As it is at present both roads are hemmed into the north by the Ottawa river. Mr Harris is now engaged completing the plans for the bridges and these will be forwarded to Mr. Beemer shortly.

Yesterday Mr. Keller of the engineering staff was in Hull getting the numbers of the lots as well as the owners' names of the land necessary as a right of way between the Gatineau Valley railway track and the river side. This was done in order that M.r Beemer could have full information as to the right of way.

IT'S ONLY A MATTER OF MONEY

THE P. & P.J. AND G.V.. RAILWAYS READY TO BUILD THE BRIDGE

If the City Council and Dominion Government do Their Share the New Ottawa River Bridge and Traffic Bridge Will go on

A long discussion on the proposed bridge over the Ottawa at Nepean Point was the outcome of a reply received from the P. and P. J. and G. V. R. authorities to a communication from the board asking that express facilities be given on these two railroads.

The reply was to the effect that the recommendation would be taken into consideration at the first joint meeting of the companies. It added that a much more satisfactory service in every way could be given if the roads were centered here and that the only way this could be done is by Ottawa, Hull and the governments of Ontario, Quebec and the Dominion suitably subsidising the proposed bridge.

As a result of the latter part of the communication, the interested railways had been invited to send a representative to the board meeting to explain their bridge scheme. They sent Mr. Dale Harris, chief engineer of the G.V.R. who gave a detailed account of the scheme as it now stood. Mr. Harris said a channel running along the Ottawa side of the river, 400 or 500 feet wide, was 80 feet deep, and the remainder of the proposed line of the bridge contained from six to 20 feet of water and an unknown depth of sawdust. It was therefore extremely difficult to form an accurate estimate of the cost. His own estimate was for a railway bridge only, \$550,000 to \$600,000 made up with masonry \$250,000, superstructure, \$150,000, and the rest by miscellaneous expenses. It was proposed to erect a 430 foot span over the channel in order that there might be no interference with navigation. The bridge would strike Nepean Point near the top and then skirt the waste land along the side of Major Hill Park to the basin. The Gatineau Valley and Pontiac & Pacific Junction Railway authorities had at first thought of erecting only a railway bridge and expected subsidies from the Ontario, Quebec and Dominion governments. For the combined bridge plans had been prepared by which there was to be a central span of 540 feet over the main channel and for smaller spans of 240 feet each. Fourteen feet of the middle of the bridge was to be reserved for railway purposes, and on either side should run a wagon way 9 feet 6 inches in width and a foot path 5 feet 6 inches in width. If the city built a bridge of her own, for passenger and vehicle traffic only the cost would total \$400,000 or \$450,000.

WHERE THE MONEY WOULD COME FROM

It would require practically the same masonry as a railway bridge and the iron work would cost but little less. The proposed combined bridge would cost from \$700,000 to \$750,000. Mr. Harris thought Ottawa and Quebec should be expected to contribute \$100,000 subsidies each, while the Dominion government should chip in \$150,000; Hull \$50,000, the two railways, P. & P. J. and G.V.R. \$100,000 each and Ottawa the balance or \$150,000. The length of the proposed bridge would be between 1,450 and 1,500 feet.

A considerable amount of trestle work would be required to give the railway tracks a level entrance on the Hull side, but the roadways would incline rapidly to the ground on that side of the river.

Mr. Harris had several maps of the route of the proposed bridge and explained it fully to the members of the board.

SENATOR CLEMOW APPROVES.

Senator Clemow was heartily in accord with the scheme and had no doubts as to the value such a structure would be to the city. He was anxious to have it pushed forward and thought if the C.P.R. could only be induced to take up the matter with the other railways and corporations it would be a sure go.

Mr. F. McDougal, who followed, explained that the Interprovincial Bridge Co., of which he was a member, held a charter for the construction of such a bridge over the Ottawa and which required the wagon and foot traffic to be absolutely free. He believes the charter of the P. & P.J. and the G.V.R. provided for the imposition of a toll on such traffic. The only aim of the Interprovincial Co. was to benefit the city, and he believed this aim would be defeated if there was any charge. However, all the interested railways such as the P. & P.J., the G. V. R., the Parry Sound, the V. & P. were well represented on the board of directors of the Interprovincial Co., and consequently the interests would not suffer. Mr. J.R. Booth liked the scheme because it would enable him to enter Quebec. He was president of the company. The Ontario government had promised a subsidy. The Mercier government when in power had done the same. No application had yet been made to the Dominion government, but he understood the government followed a rule of giving a percentage of the cost of such schemes. The question now was, "What is the city prepared to do?" His company had calculated on a structure costing \$500,000.

Mr. Dale Harris he explained that iron had risen 25 per cent. since that estimate had been made. No help or encouragement would be given the scheme, however, unless the bridge were free to all.

MR. MCRAE SUGGESTS A COMMITTEE

Mr. J.W. McRae approved of the scheme and suggested that a committee be appointed to work with the companies to secure all possible information and to report to the board what action it should take in the matter.

Mr. J.M. Garland thought the Dominion should do more than Mr. Harris had suggested and less than \$200,000 should be expected from the city. He also said he would like to see the C.P.R. in the scheme. There had been some talk of the C.P.R. coming into the city by an independent line but he thought that was in the distant future.

THE C.P.R.'S HIGH TOLLS

In reply to a question Mr. Harris stated the C.P.R. now almost shut out the entire northern country. The P. & P.J. and the G.V.R. had to cross its bridge in a roundabout course and then the exorbitant tolls for its use were one of the causes of high rates of which the people complained.

Messrs. Joseph Kavanagh, W. Fleck, F. McDougal, Garland, J. W. McRae and P. Whalen were appointed a committee to act as suggested by Mr. McRae.

THE PROPOSED NEW BRIDGE

ALDERMEN THINK THE C.P.R. WOULD RUNOVER IT.

And Therefore Help to pay for its Construction - Engineer Harris's Description of the structure - it will have Five piers with a Roadway on either side.

Four members of the Civic Finance Committee in the city turned up last evening to consider the adviceability of submitting a by-law to the rate payers in January to give a bonus of \$150,000 towards the construction of the proposed interprovincial bridge. As there was no quorum the discussion was informal.

By questioning Mr. Dale Harris the engineer of the Pontiac & Pacific Junction Railway Company, under whose charter it is intended to build the bridge considerable information was acquired.

ABOUT THE PROPOSED BRIDGE

Mr. Harris said the estimated cost of the proposed bridge was \$700,000. It would have six spans and five piers, and there would be roadways for horses and pedestrians on either side. It would have to be 45 feet above high watermark. The main channel span would be 500 feet. Mr. Beemer the president of the road, would not care as much for the amount of the bonuses asked from Ottawa and Hull as for the credit the receiving of such would give him. The extra cost of a general traffic over a railway bridge alone would be more than the amount of the bonuses. The charter are under which the bridge would be built allowed them until next July to commence the work and until July 1897 to finish it. The embankment on the Hull side would be a large one. It was estimated there would be 100,000 yards. He did not think there would be any trouble experienced if horses and trains met on the bridge. He did not know if the C.P.R. would assist in constructing the bridge.

THINK THE C.P.R. WOULD USE IT

After some discussion, in which Ald. Corry said he wanted more information from a disinterested party on the matter, the meeting adjourned until next week. It was the opinion of all that the C.P.R. would likely decide that the bridge be a joint one, and would bear part of the cost of construction.

Ald. Scott, Corry, Greene and sStarr and Mayor Durocher, the city clerk and the city solicitor were those at [sic]

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WILL WAIT FOR THE C.P.R.

THE CICIC COMMITTEE WANTS TO HEAR THE COY'S OFFER

In the Matter of Constructing a Bridge Over the Ottawa River - Meantime the Officials of the Pontiac Railway Suggest a Year's grace ro Prepare Plans for the Bridge

The Civic Finance Committee held a meeting last evening. Ald. Scott chairman; Corry, Fraser, Greene and. Jamieson, Mayor Durocher and. Ciyy Clerk Henderson were present.

THE C. P. R. LETTER.

First the monthly accounts were passed. Ald. Scott said the printing account was overdrawn. Alterwards a letter was read from Mr. Shaughnessy, Vice President of the C. P. R. If stated: I

"In view of Ald. Corry's visit here and my conversation with him I was somewhat surprised to learn by the Ottawa Citizen, October 31st, that the sub-com-mittee had decided to recommend to council the resolution granting to the Pontiac and Pacific Railway a bonus of \$150,000 for the bridge between Ottawa and Hull. I gathered from your telegram making the appointment that Ald. Corry came here as the representative of yourself and city council, and I arranged with him about the date upon which we would communicate to the city authorities this company's position in connection with the construction of the bridge. Under these circumstances, unless I am in error as to the import of the resolution recommended we would have reason to feel that this company had not been fairly treated."

WHAT ALD. CORRY SAID.

Ald. Corry stated Mr. Shaughnessy stated the C. P. R. company directors would meet on the 14th inst. and would then consider the matter of the bridge. After some discussion it was decided that nothing should be done until after the C. P. R. meeting on the 14th instant.

A YEAR TO PREPARE PLANS

Mr. Dale Harris, engineer of the Pontiac and Pacific Junction Railway, wrote suggesting that the company should have twelve months to prepare plans for the proposed bridge, which would take at least three seasons to construct. The letter was left over.

17/11/1893 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

City Council Meeting

A PROTEST PASSED BY.

A very lengthy document was then read. It was a protest signed A.S. Brodeur, against the location decided upon for the Gatineau Bridge. It stated that he was authorized to enter the protest by the members of the council of Gatineau Point. They claim that the bridge should be built on the site at first proposed which is 120 feet north of that finally decided on. They further claimed that the change of the site was illegal.

No attention was paid to the protest. The Mayor explained that the joint committee had agreed to the present site and that the contract for the erection of the bridge upon it had been granted. Ald. Helmer and others agreed with the Mayor in this respect and all discussion on the matter was consequently dropped.

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.

MR. BEEMER'S CONDITIONS

THE BRIDGE COMMITTEE THROWS THEM ASIDE.

A Majority Considers They Would Entail Unnecessary Delay but the Matter Will be Discussed at Another Meeting to-night.

It would appear as if the ratepayers are not to be called upon after all to vote upon the by-law to bonus the proposed interprovincial bridge, for the Civic By-law Committee yesterday decided not to modulate the conditions in which the bonns [sic] will be granted to the extent that Mr. Beemer desires.

It was previously agreed by the Finance Committee and adopted by the council that Mr. Beemer should expend \$50,000 within the first year to get the bonus, but on Mr. Beemer stating that there would be delays in getting the plans of the bridge approved of by the engineers of the different governments, the committee decided to let him place the changes he desired in writing. He did so and they were discussed at a meeting of the By-law Committee held last evening.

WHAT HE WANTED.

Ald. Henderson, chairman: Peterkin, Casey, Corry, Baldwin and Scott, the city solicitor, the city clerk and city engineer were present at the meeting. [sic] Mr. Dale Harris appeared on behalf of Mr. Beemer.

Ald. Henderson, Scott and Corry, who were appointed to see Mr. Beemer, submitted the changes he desired. All the changes asked were agreed to but the following, re the expenditure of the \$50,000.

"The company shall not, unless by mutual consent between them and the city of Ottawa, commence their work of construction until their approval of the aforesaid City Engineer of Ottawa and the three several government engineers of the Dominion of Canada, Province of Ontario and Province of Quebec respectively have been by each officially accorded to said plans and specifications, and within twelve months following such approval work to the extent of \$50,000 shall be performed by the company upon the construction of said bridge, and the whole bridge completed on or before the 9th July, 1897."

AS TO THE EXTENSION.

Ald Corry and others stated the time for expending the \$50,000 might be extended to eighteen months from the passing of the by-law but he did not favor Mr. Beemer's request It would be to Mr. Beemer's advantage to allow, the plans to lay with the government engineers for a year or so.

Ald. Peterkin - But he would have to complete the bridge by the end of 1897.

Mr. Harris.- It is Mr. Beemer's intension to go on with, and complete the bridge as soon as possible, but the bankers would not take hold of the scheme with such a condition as that imposed.

Ald. Corry. I wouldn't ask any rate, payer to support the bonus on Mr. Beemer's condition,

On division as to whether the change desired by Mr. Beemer should be adopted or not Ald. Casey, Corry and Baldwin voted nay and Ald. Scott and Peterkin yea

SETTLED THE BRIDGE BUSINESS

Ald. Henderson - That settles the bridge by-law, for Mr. Beemer insisted on that condition.

Ald. Corry.- All right; what's the next business?

Ald. Casey. It may settle the bonus, other companies may take up the work on our conditions.

Ald. Scott. I voted as I did to let the matter go before the council.

Ald. Henderson. - I feel that the change asked for by Mr. Beemer is not one that should have been refused.

The City Solicitor. - The, committee will have to report and the council can amend the by-law to suit Mr. Beemer.

It was agreed to meet again this evening to discuss the matter.

MR. BEEMER'S LAST CHANCE

IF HE FAILS TO TAKE IT OTTAWA ENTERPRISE WILL TRY

The Local Inoerprovincial Bridge Company Makes a Bid for the Bonus - The Committee Takes the offer into Consideration but will Try Mr. Beemer First

The latest indications are that the by-law to grant a bonus of \$150,000 towards the construction of a bridge over the Ottawa river will be submitted to the ratepayers.

The Interprovincial Company has made an offer re the construction of the bridge, and if Mr. Beemer declines to accept a modification on the first condition laid down by the city, as agreed upon by the By-law Committee, the Interproviucial Company will be treated with.

THE COMMITTEE MEETING

This decision of the By-law Committee was made at a meeting on Saturday evening. Ald. Henderson, chairman; Peterkin, Corry, Casey, Baldwin, Scott and Champagne, the city clerk and city solicitor were present.

First was read a pointed document from Mr. Dale Harris, which stated on what terms Mr. Beemer would agree to build the proposed bridge.

FROM THE LOCAL COMPANY.

Then the chairman submitted the following, which he said had been received by Mayor Durocher:

"The undersigned provisional directors of the Interprovincial Bridge Company would respectfully ask that aid to the amount of \$150,000 be granted to assist them in the construction of a railway, vehicle and passenger bridge across the Ottawa river from Ottawa to Hull in accordance with their charter upon the following terms, viz:

"\$30,000 to be expended on the construction of said bridge within eighteen months of the passing of the by-law

"The whole to be completed within three and a half years from passage of the by-law.

"Signed) Francis Clemow, F. McDougal, J.W. McRae, Charles Magee."

After discission it was decided that it Mr. Beemer would not agree to expend \$50,000 within eoghteen months after the passing of the by law the Interprovincial company would be offered the same conditions. This gives Mr. Beemer an extension of six months tiime on the original condition, in which to expend \$50,000 on the work.

THE BRIDGE MAY YET BE A "GO".

MR. BEEMER MAKES A NEW OFFER WHICH IS ACCEPTED.

By the BylawCommittee and Will go to the Council - He Will Spend \$50,000 Inside of one Year and Nine Months.

It looks like as if the by-aw to bonus an interprovincial bridge will be "a go" after all.

Mr. Beemer has agreed to comply with the conditions laid down by the council. Some time ago he said it would be impossible for him to agree to the expenditure of \$50,000 eighteen months after the passage of the by-law. Now he agrees to spend the \$250,000 on actual bridge construction before the 15th of October, 1895, and complete the work by the 9th of July, 1897.

The conditions of the agreement between Mr. Beemer and the city were discussed for over two hours at the meeting of the by-law committee yesterday afternoon.

Mr. Beemer's willingness to spend the \$50,000 on the bridge within a year and nine months after the passage of the by-law was agreed to, but Mr. Beemer will not be paid any of the \$150,000 bonus unless he carries out all the conditions, and none of it shall be paid until the bridge is completed.

One of the classes in the agreement stipulates that the street cars shall have the right to cross the bridge on conditions and terms to be made by the city council only, and that Mr. Beemer shall maintain lights on the bridge.

The bridge which is to be a railway and passenger bridge combined, will be built under a charter held by the Pontiac and Pacific Junction Railway company which calls for a bridge between the city of Hull and Nepean Point in the city of Ottawa.

WHERE THE BRIDGE WILL STRIKE.

As to the place the bridge should strike on the Ottawa side of the river, Ald. Champagne thought it should be worded "north of St. Patrick street." The idea of the lower town people, he explained, was to have the passenger or vehicular part of the bridge come in so that it would strike the west end of St. Patrick street, but the people were not adverse to have it come in further north if there was any engineering difficulties in the way of having it come in at St. Patrick street. It was finally agreed that the words "Nepean Point" covered the idea exactly as it was left that way in the conditions.

Another condition is that Mr. Beemer deposit \$1,000 with the city by December 10 so that should the by-law carry and Mr. Beemer make default then the \$1,000 should go to pay the expenses of advertising the by-law. If the by-law does not carry he will get it back and if the by-law carries and he completes the work he will also get it back.

The conditions were left in the hands of chairman Henderson so that everything could be signed and in readiness for Monday night's council.

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.

02/03/1894 *Ottawa Journal*

Pontiac Pacific Junction

Interprovincial Bridge

Have Got the Right of Way Now

The P. & P.J. railway have completed the purchase of the right of way through the property of the Grey Nuns on the Hull side of the river, directly opposite Nepean Point, for the approach to the Interprovincial bridge. Several other properties are being negotiated for.

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.

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.

28/09/1896 *Ottawa Citizen*

Montreal and Ottawa

Interprovincial Bridge

MAY AID IT THIS YEAR

PREMIER LAURIER AND THE INTERPROVINCIAL BRIDGE

In Reply to a Deputation To-day he Says the Government May Give Some Aid This Session in Order to Prevent the City Bonus from Running out -r the Deputation's Plea

Ex-Mayor McDougal. was in good spirits this morning. He informed The Journal that things looked bright for a commencement of work on the Interprovincial bridge between Nepean Point and Hull.

Mr. McDougal.stated that this morning Premier Laurier promised to give aid to the bridge this session, so that the work may go on this year.

The promise was made, Mr. McDouga said, to a deputation that waited on the premier this morning. The deputation consisted of the two city members, Messrs. Hutchison and Belcourt, Mr. Resseman and Mr. Dunn of the Gatineau Valley Railway, and ex-Mayro McDougal.

he deputation told the premier that unless the bridge scheme received aid this session the city bonus of \$100,000 would run out, and then the whole scheme would have to fall through.

Mr. Laurier replied that it was very difficult for the government to promise aid this session. The, government however, was still pledged to assist the scheme, and would do so, but it would be almost Impossible to pass the full bonus this session, but in order that the city bonus might not fall through the government would try and give sufficient aid to allow the work to be started so that the city bonus might be. held good.

RESSEMAN EXPLAINS

MR. SHAUGHNESSY'S FIGURES FOR TERMINAL CHARGES CORRECT

The General Superintendent of the G.V.R.T. Made a Hastily Prepared Statement. The C.P.R. Get One third of \$60,000.

Editor Citizen- With reference to the statement made by me before the City Finance Committee recently in connection with a request made by the president of the Ottawa and Gatineau and Pontiac Pacific Junction Railway Companies, Mr. H. J. Beemer, for an extension of time on the grant from the city in Aid of building the inter-provincial bridge. In this statement, which was unfortunately, hastily prepared, simply from what data was then on hand, and without going into details, a few misstatements were made, i.e., that the earnings of the company were \$70,000, should have read upwards of \$60,000, and that nearly one-third was paid another line for terminal charges to get into Ottawa over another line to another connection, should have read one-fifth of earnings for all charges, terminal and other charges. Other charges consisted of supplies, help, repairs, etc.; no bearing whatever on straight terminal charges, and I had no idea of intimating that these charges were terminal charges alone. Actual terminal charges for trackage privileges, as given by Mr. Shaughnessy, are correct. That while we consider terminal charges are full, from our standpoint, we believe are reasonable from that of the Canadian Pacific Railway.

It was not my intention to convey any such impression as seems to have been formed. In the absence of Mr. Beemer, the president of these two companies, I was called upon at a late hour to make a statement before the finance committee, with no time to prepare one accurately and get together data that was in the Montreal office, consequently I did the best I could under the circumstances. There is a considerable difference between terminal charges and "terminal and other charges." What I attempted to show to the committee was how these companies were handicapped by the heavy and prohibitive transfer charge that was exacted whenever these companies wished to deliver a car to a railway other than the Canadian Pacific Railway in this city, and many shipments have been lost to us entirely on this account, the freight being hauled by teams to other railways and to this city, which show up in loss to this company a very large sum of money. Also in connection with the heavy tariff exacted from all freight from the Pontiac Pacific Junction Railway over their line between Aylmer and Ottawa. A large number of shipments that have been withdrawn from our line on this account are taken from our stations and points nearby, across the Ottawa river and shipped over the Canadian Pacific railway line.

As to the asbestos shipments: it should have read that a verbal agreement was made with a mining company that they would ship two cars per week. This has not been done this year, on account of poor demand, although I have advice from them recently that the prospects are bright, and possibly may bear out my statement ere the fiscal year is ended.

The policy of our companies is simply a free and independent entrance into the city of Ottawa, and a connection with all the railways entering therein.

The main question for the citizens of Ottawa to consider is that they get a bridge that will cost them to build, at least \$400,000, by giving to the railways \$150,000, city of Ottawa thereby saving dollars \$250,000. Again, it would cost the railway to build the highway part of the bridge \$250,000, consequently, instead of the city contributing to the railway part of the bridge \$150,000, the railway contributes to the city part of the bridge \$100,000.

Yours truly,

P.W. RESSEMAN

General Superintendent,

Ottawa & Gatineau Railway and Pontiac Pacific Junction railway.

Ottawa, Dec. 2.

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 all 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.

24/12/1897

Ottawa Citizen

Montreal and Ottawa

Interprovincial Bridge

MR. BEEMER'S COMMUNICATION

FINANCE COMMITTEE DID NOT ACT ON IT LAST NIGHT

Left Over for the New Committee to Deal With

Mr. H.J. Beemer of the P.P.J. Railway had sent in the following communication, which was read and upon motion of Ald. Hasteley and Ald. McGuire, the communication was referred to the finance committee of 1898 with the recommendation that it be dealt with at once:

What Mr. Beemer Wants.

"On behalf of the P. P. J. Railway company, to which company a bonus from the city of Ottawa of \$150,000 was authorized by by-law No. 1,458, as renewed by by-laws 1,623 and 1,707 to be granted to aid in the construction of an interprovincial railway and traffic bridge from Hull to Nepean Point in the city of Ottawa, I beg to most respectfully to address you with reference to the making and executing of the debentures for the said bonus.

"By the terms of the by-laws above referred to, the bonus does not become payable until the bridge is completed, and like terms are imposed by the Ontario Act with regard to the Ontario government subsidy. The company, however, in making the financial arrangements has found that it would be of great assistance to it if the debentures of the city of Ottawa, referred to in the by-laws as representing the bonuses were now to be made, executed and deposited by the corporation in the Quebec bank, or some other bank in Ottawa, to be held for delivery on completion of the bridge, as required by the by-laws.

"It will be remembered by your honorable body that the bridge is to be one for general traffic, a free bridge, and this fact takes away an element of importance in making the financial arrangements for construction.

"The undersigned, feeling satisfied that your honorable body would be willing to assist in every way consistent with the by-laws in enabling the company to make as easy as possible the raising of the necessary capital, therefore beg to request that the necessary steps be taken on the part of the corporation with as little delay as possible, to have the debentures referred to made and executed, and that when executed they be deposited with the Quebec or some other bank there to be held for the purpose of delivery to the company as soon as the bridge has been completed, in accordance with the by-laws.

"The undersigned is able to state that arrangements have so far been completed as to justify him in stating that the work will be begun and vigorously prosecuted within a very short delay."

Ex-Mayor McDougal appeared to urge that the request of Mr. Beemer be granted.

WILL BUILD THE BRIDGE

But Rumor Says that the Interprovincial Bridge Will not be Built by Mr. Beemer

"The Interprovincial bridge will probably be begun in the course of a few days," said Mr. G.C. Dunn, chief engineer of the O. & G. V. and P. & P.J. railways, to a Journal reporter. "Mr. Beemer has everything in a satisfactory condition, and \$50,000 will be spent on the work by the middle of March."

In spite of this emphatic statement a persistent rumor is going the rounds that the bridge will never be built by Mr. Beemer. The rumor has it that the C.P.R. bridge across the Ottawa above the Chaudiere will be used by Mr. Beemer's roads, and that the C.P.R. will use its new road to Montreal more than the present north shore road.

The proposed bridge across the Ottawa between Bank street and Hull will be built as soon as the Ottawa company gets its charter, and would probably interfere with the amount of business likely to be done over the proposed Interprovincial bridge at Nepean Point.

01/02/1898 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge***CONTRACTORS HERE.**

Work on the Nepean Point Bridge Likely to Start at Once.

Mr. Geo. Adgate, the noted N.Y. railway contractor, in company with Mr. G. Massy, C.E., of Montreal, are in the city, today in company with Mr. Dunn, the engineer for Mr. H.J. Beemer's roads. Mr. Adgate is the contractor for the new steel bridge to be built by the O. & N.Y. railway over the St Lawrence, at Cornwall. Mr. Massy, C.E., Mr. Adgate and Mr. Dunn spent most of the day to-day in Hull, examining the approaches to the proposed Nepean Point bridge. It is expected work will begin on this bridge at once.

01/02/1898 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge***WORK STARTS IN A FEW DAYS**

On Interprovincial Bridge at Nepean Point

ENGINEERS ARE HERE

What the Modified Plans are Like - One Span of 556 Feet - The Massive Piers

Work on the interprovincial bridge at Nepean Point will be started in a few days. G.H. Massy, of Montreal, the engineer in charge of the construction, arrived in the city yesterday and is making arrangements for the work. Lee Treadwell and Geo. Adgate, representing Suoysmith & Co., of New York, are also here looking over the ground and getting prices on materials preparatory to commencing work.

Mr. Massy will begin at once locating the position of the five piers required for the bridge structure. He is an engineer of wide experience, having supervised the erection of some of the largest bridges in Canada, he superintended the construction of the C.P.R. bridges at Ottawa, Lachine and Sault Ste. Marie, and also the development of the water power at Chambly. Messrs. Treadwell and Adgate have been busy all last summer building the masonry work for the Ottawa & New York bridge at Cornwall.

The Plans Fyled.

The plans for the bridge were fyled yesterday with the Department of Railways and Canals, and provide for a single track railroad, two footwalks, two street car tracks and two wagon ways. The railroad track and the sidewalks will be between the trusses, while the street car tracks and wagon ways will be carried on cantilever brackets projecting from each side of the trusses.

The plan of the bridge have been modified somewhat from those projected at first. The present plans provide for four spans, one of 556 feet, which clears the deepest part of the sawdust bed in the river. The whole length of the bridge will be 1,300 feet, exclusive of approaches and will be divided into one cantilever span 5356 feet long, two flanking or anchor spans 247 feet each, and one truss span 250 feet long. The truss will be on the Hull side.

On Five Pier

The bridge will be carried on five piers, which will be carried down to bed rock. The deepest will be in water about 70 feet deep, and the position of all the piers are chosen where the water is shallowest. The deepest pier will likely be sunk in what is known as the plenum-pneumatic process in an air-tight chamber, which is sunk into the water, entrance to it being had by means of an air-lock. The other piers will likely be put down in open cribs or caissons. The height, of the piers will be sufficient to give a clear headway in times of high water of twenty-one feet.

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

08/02/1898 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge***THE FIRST PIER STARTED**

STONE IS BEING REMOVED FROM NEPEAN POINT

Nine Men Started To-day to Prepare the Pier for the Interprovincial Bridge

Nine men were put to work this morning on the Nepean Point pier for the Interprovincial Bridge and started to remove the loose stone for the pier. Mr. A. McNaughton has the sub-contract for the first three piers, but as yet has not received a copy of the plans. Mr. McNaughton stated to The Journal to-day that he has sent a gang of men to his quarries at Eganville, where they will take out the stone for the piers. Until he gets a copy of the plans Mr. McNaughton says he will not have more than twenty men engaged at the Nepean Point pier.

Mr. A Stewart has been awarded the contract for the stone on the Quebec side, and will supply it from his quarry at Rockland.

Messrs. SooySmith and Company, contracting engineers, of New York, who have the contract for the whole work, are represented in the city by Mr. George Adgate, Western manager for the firm, and Mr. Charles H. Deane C. E., vice-president of the company. Mr. Adgate said to-day he would probably have the work on the Quebec side started tomorrow, and that he has sub-let the contract for the Ontario end to Mr. McNaughton.

Mr. J. H. Beemer, when seen, would make no statement regarding his intentions, further than to say that he has given the contract to Messrs. SooySmith and Co., of New York.

May Employ 500.

Mr. F. Hibbard, engineer for the P. & P.-J., and O. & G. V. railways, stated to-day that he estimates over five hundred men will be engaged on the work in connection with the bridge. Teams will be engaged drawing lumber, stone and other supplies, then a large number of men will be employed on the actual work of the bridge, and these with the men engaged to quarry stone will bring the total up to five hundred and perhaps exceed that number. It will be some time, however, before this number is engaged.

14/02/1898 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge***THE INTERPROVINCIAL BRIDGE.**

The Work Is Going on at the Ontario and Quebec Ends.

The work on the Hull end of the proposed Interprovincial bridge is going on at a good rate. Two storehouses are almost completed, and derricks are being built. A derrick scow will be commenced this week. On the Ontario side the excavation for the pier at the base of Nepean Point, is ready for the foundation. Mr. Geo. Adgate is superintending the construction of the work on the Quebec side.

18/02/1898 Ottawa Journal Montreal and Ottawa Interprovincial Bridge

Acting . Solicitor OGara is looking into the request of the P. P. J. railway that the city issue the debentures- for the \$150,000 bonus to the Nepean Point bridge and place them in the bank. Mr. O'Gara asked that a sub-committee be appointed to confer with him. This was done, and Chairman Cluff, Ald. Davidson. Roger and the mayor will be the committee.

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.

24/02/1898 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

INTERPROVINCIAL BRIDGE.

New Plans Filed With the City Engineer.

Engineer Massey, of the Nepean Point bridge, yesterday filed the new plans and specifications of the bridge with the city engineer, who will submit them to the special sub-committee appointed to consider them. The bridge will have a large centre span with two small ones on the Hull side and one on the Ottawa side A good grade has been made for the road approach to St. Patrick's street, while the railway track runs round the face of the cliff at Major's Hill park, behind the N.W.M. Police stores and under the two bridges to the C.A.R. depot.

25/02/1898 Ottawa Journal Montreal and Ottawa Interprovincial Bridge

Mr. Massey, the engineer of the Nepean Point bridge yesterday morning fyled the plans and specifications of thje bridge with the city engineer.

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 fro 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.

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 the where the work is being done, so that new apparatus for carrying the material will soon be necessary.

16/03/1898 Ottawa Citizen Montreal and Bytown Interprovincial Bridge

\$80,000 ALREADY SPENT

On the Interprovinclal Between Nepean Point and Hull.

Mr. H.J. Beemer, who arrived in Ottawa yesterday to superintend the construction of the interprovincial bridge, informed The Citizen that estimates for \$77,000 already expended on the bridge had been passed at a meeting of the board on Monday. In cash alone \$56,000 had been paid not \$36,000, as stated in an evening contemporary. He thought, the company had given sufficient assurance to the people of Ottawa of their intentions to complete the structure as early as possible, and believed that the City Council would advance the bonus voted by the people as soon as it was earned. The company had certainly complied with the conditions under which the bonus by-law had been adopted.

Not \$50,000 had been spent up to yesterday as stipulated, but nearly \$80,000

29/03/1898 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

The Interprovinclal Bridge. .

The water in the Ottawa is beginning to fall again, and as soon as it is low enough work on the building of the piers of the interprovincial bridge at Nepean Point will be resumed. Work on the land pier at the Point has been going on rapidly and without interruption. While the ice in the river is too weak for working at the other piers, Mr. Adgate his had a large force of men building barges for use at that work as soon as the ice moves out of the river and the water falls sufficiently. Other material is being placed on the ground for use when building is resumed;

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.

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.

Mr. Beemer's Bridge

He Asks Power to put Tolls on Everything Unless he Gets That \$150,000

Also Right to Bond the Bridge for a Million Besides \$250,000 Stock

New Franchise Act Likely to be put Through To-night by the Commons

The most important proceeding in the House of Common yesterday from an Ottawa point of view wa the introduction of a bill providing for the incorporation of the Ottawa Interprovincial Bridge Company. This refers to Mr. Beemer's scheme.the Nepean Point structure. The bill in effect is to organize a new and distinct company to acquire the Interprovindal bridge and everything connected with it from the corporation now in nominal control of it, namely the Ponttao and Pacific and the Gatineau Railways. As there are provisions for the imposition of tolls the matter is of special interest to Ottawa.

It will be remembered that in consideration of a bonus of \$150,000 voted by Ottawa, the bridge was to be free of tolls on foot passengers and vehicles, and, as the city claims but Mr. Beemer denies, on street cars. The new bill asks power to charge toll on everything if the city does not whack up the \$150,000 on the conditions as understood by Mr.

Beemer.

In the absence of Mr. Belcourt, who had given notice of the bill, Mr. Campbell (Kent) Introduced the bill for the incorporation of the new company. The bill is primarily to incorporate a company authorized to take over the franchises and works held by the P. & P.J. and O.&G. Railways for the construction of a bridge across the Ottawa river from Ottawa to Hull. The company is to be known as the Ottawa Interprovincial Bridge Company, and the head office is to be at Ottawa or such other place a the director many direct. The provisional directors are Joseph Rielle, Hon. J.S.C.

Wurtele, Samuel Findlay, Wm. Hanson, all of Montreal, and H.G. Beemer of Quebec. Mr. Hanson is Mr. Beemer's proposed financial backer. The capital stock is fixed at \$250,000. The bill authorises both the P. and P. J. and the O.and O. Railways to transfer to the new company all their .

Interprovincial bridge franchises, privileges and work, as well as all bonuses or subsidies to which they may be entitled in connection with the bridge, from any governments, person or municipal corporations. Authority is given for the charging of tolls for the passage of cars, vehicles, pedestrians or general traffic over the bridge or its approaches. However, if the company gets the \$150,000 bonus from Ottawa the agreement with the city in that oonnection is to be binding "except in so far as the same may hereafter be amended or modified by agreement with the city or under any act of the legislature of the province of Ontario." The company is also given power to construct piers or other erections in the Ottawa river and Hull and Ottawa "as may be deemed necessary, not only, for the construction of the bridge but which the company may require or think desirable to protect it from ice, freshets or for any other purpose in connection with the bridge." Further authority is given to build necessary approaches in to and upon lands, streets, roads and grounds lying in either city

A penalty of \$10 or not more than 10 days is provided for the punishment of any one who forcibly passes over the bridge or interrupts the company or its employees engaged at work on the bridge.

All railways are to have equal privileges in connection with the bridge and authority Is given to amalgamate with other companies and lease or sell to the government or Ottawa or Hull.

The bonding privileges are fixed at one million dollars and the time for the completion of the bridge five years.

The bill waa simply introduced, and will go to the railway committee for discussion..

30/04/1898

Ottawa Journal

Pontiac and Renfrew

Interprovincial Bridge

Interprovincial Bridge.

A special general meeting of lthe shareholders of the Pontlac Pacific Junction Railway company will be held on the first day of June next. at the office of the Company at Montreal. for the purpose of authorising the issue of \$500,000 of first mortgage bonds for the purpose of building the Interprovioclal bridge across the Ottawa river, between Nepean Point and Hull, the construction of which bridge by this company and the Ottawa and Gatineau Valley Railway Company has been authorised by the parliament of Canada, such bonds to constitute a first charge and lien upon the said bridge.

02/05/1898

Ottawa Citizen

Montreal and Ottawa

Interprovincial Bridge

The Bridge Bonus.

The most important discussion will arise, however, over Ald. Cluff's notice of motion on the interprovincial bridge matter, asking the Council to "hereby expresis its determination to protest in every legal way the payment of the aforementioned bonus of \$150,000." The grounds on which Ald. Cluff bases his action are broadly a breach of agreement: First, that the required amount, \$50,000, was not spent by the company by March 15th last "on the actual construction of the bridge," and, second, that the representative of the parties had repudiated before the Railway Committee of the House of Commons the condition which was to give passage over the said bridge of street railways or tram cars free of toll..

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.

21/05/1898

Ottawa Citizen

Montreal and Ottawa

Interprovincial Bridge

Work on the Interprovincial Bridge.

The work on the interprovincial bridge is progressing slowly, and there seems to be little prospect that the work will be completed this year or even next. To-day but twenty men were at work on Nepean Point, and the one solitary pier still remains unfinished. On the Hull side piers 4 and 5 have already got the granile foundations laid. The derrick which broke last Thursday has been replaced. The foundations of another pier will be commenced on Monday. To-day lthe surveyor of the company was at work surveying the cross sections of the bridge.

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.

NEPEAN POINT BRIDGE BONUS

DISCUSSED BY THE FINANCE COMMITTEE

Council Will be Asked to Take no Action Regarding the Bonus for Sometime

The finance committee decided last night to recommend that the city council postpone any action regarding the forfeiture of the bonus granted the Interprovincial Bridge Company, Mr. A. Ferguson. Mr. W.D. Harris. Mr.G. C.Dunn, chief engineer, and ex-Mayor McDougall appeared in the interests of the bridge company. Chairman Cluff. Ald. Hastey. Black, Roger, Poulln. Enright R. J. Davidson. Lapointe, City Solicitor McVeity- and Mayor Bingham were present.

Mr. Ferguson, Q. C. addressed the committee on behalf of the bridge company. He explained that the reason for his coming to the meeting was that Ald; Cluff had Introduced a resolution in the city council, asserting that the bridge company had not fulfilled its agreement with the city and recommending that the city oppose the payment of the \$150,000 bonus. Mr. Ferguson then gave his interpretation of the city's agreement with the bridge company. He contended that when the bridge company gathered material and had done construction work to the extent of \$50,000 before March 15th. 1898, then the company was entitled to the. bonus of \$150,000. The \$50,000 expenditure included not only actual work, but also the material gathered. He quoted City Engineer Surtees ;as estimating that \$25,400 worth of actual work had been done upon the construction up to March 15th. and that material to the value of \$33,898 was on the ground. In order, to do any construction work the company had to bring the material upon the ground. Mr. Ferguson contended that in computing the value of the work performed the value of the material should be included. After making his position clear upon this point Mr. Ferguson proceeded to deal with the question of charging tolls on he new bridge.

The Question of Tolls.

Mr. Ferguson recalled the circumstances under which the by-law was drawn up, and submitted to the people. In 1894 the bridge bonus question came before the finance committee and they prepared a report recommending that it the bonus was granted the bridge company that pedestrians, vehicles and electric cars should be allowed to use the bridge without paying tolls. When the agreement was signed a stipulation was made that the bridge company could charge such tolls to electric railway companies as the city approved of. Upon the authority of thls Mr. Ferguson said, the company intended to charge toll to electric railway companies. Mr. Ferguson stated that the bridge as proposed is not exclusively a railway bridge, but will be used for general traffic.Because of the extra expense necessary to make the bridge fit for general traffic, Mr. Ferguson .said that charging toll to the electric companies would be the only source from which to derive money for the payment of interest on the expenditure.. He also pointed out that the contract stimulates that the bridge company can charge railroads that use the bridge but there must be no discrimination. Then he pointed out that both the Ottawa and Hull electric railway companies do freight hauling tor the railroad companies, so that they are not purely street railway companies, but are competitors with the railways, and to allow them free passage over the bridge would be unfairly discriminating against other railway companies

Misstatements Charged.

Mr. Ferguson. in dealing with the resolution prepared by Ald. Cluff. stated ttiajt it contained misstatements. Ald. Cluff objected to this statement and declared he was not in the habit of making misstatements. The matter was satisfactorily arranged when Mr. Ferguson explained that he meant that the company's contract was not rightly interpreted.

City Solicitor McVeity also spoke regardjng the contract and said he interpreted it to mean that the \$50,000 expenditure must be in the actual construction of the bridge and not in the value of the materials gathered at the base of work. Referring to the question of tolls Mr. McVeity held that the tram cars should be allowed free use of the bridge and that the tram cormpany should lay its own tracks. In the event of two companies using the tracks the bridge company would have the right to fix the terms upon which the companies could use the tracks. The cars should be free he said.

Mr. McVeity pointed ont that the question of the interpretation of the contract was one for the courts to deal with, and Ald. Roger remarked "It is evident there is room for a fight."

Mr. W. Dale Harris, formerly chief engineer for the P. & P. J. company stated that when the agreement was drawn up that the bridge company understood it could charge toll for electric cars.

Ald. duff's Purpose.

Cluff stated that he introduced his motion into the council because the bridge company had opposed the Bank street bridge scheme; and also to make sure that the work on the interprovincial bridge at Nepean Point would be carried out The delegation left and the -committee decided to recommend to council that no action be taken at present Aid. Cuff intimated that no money would be paid to the company until the completion of the bridge.

19/07/1898 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

WORK ON THE NEW BRIDGE

Work on the new Interprovincial bridge is progressing favorably and a large staff of men are engaged on the stone and masonry work. Speaking to The Citizen, Mr. P.W. Resseman stated that the company means business, and intends to push the work to completion. He states that there is no doubt that the structure will be finished within the specified time.

05/08/1898 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

FOUND A HEAVY ANCHOR

While digging in the Ottawa river the employees of the Interprovincial Bridge discovered a 500 pound anchor under fifteen feet of mud. A few minutes after this the employees dug out what is supposed to be an old barge. The derrick employed was not strong enough to raise the barge, but this will be accomplished later on. The anchor is very rusty and is supposed to have been in the river many years. Also in the Almonte Gazette verbatim 19 August 1898

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

THE INTERPROVINCIAL BRIDGE

Work on the Interprovincial bridge is going; on quietly. A few men have been laid off till the right or 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 yestewrday 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.

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.

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.

THE SAME CONTRACTORS -

Sooy & Smith of the Cornwall: Bridge are Also Contractors for the Interprovincial

Sooy and Smith, of New York, the contractors who built the sub-structure of the Cornwall bridge which collapsed on Tuesday last have the contract for the Interprovincial bridge here. Part of the contract of the Interprovincial bridge was sublet to Messrs. Brodeur and McNaughton. The work in deep water and on the Hull side is being done by Sooy and Smith under the supervision of Mr. G. Adgate. The work on the Interprovincial bridge is examined by experts at every stage and is claimed to be the best work ever done by those contractors.

14/09/1898 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

The government's intention to test the remaining piers of the Ottawa & New York bridge at Cornwall by drilling sounds well. It would be in order subsequently to require a test of the piers of the Nepean bridge in the Ottawa river. The piers at Cornwall are described as knife-blade style - they are one hundred feet high and sixteen feet wide at base. The piers at Ottawa are of much the same dimensions.

16/09/1898 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

DIVERS HERE TO TEST THE BRIDGE

THEY ARRIVED THIS MORNING FROM NEW YORK

Thirteen men working in the Interprovincial bridge were dismissed this morning.

Three divers from New York arrived this morning and put up in Hull boarding houses. They are to work on the testing of the concrete piers of the bridge. The big diamond drill to be used in the test has also arrived.

29/09/1898 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

INTERPROVINCIAL BRIDGE WORK

The casing on pier No. 2 of the interprovincial bridge has been completed this week. This pier is in 72 feet of water. All the pier work will be finished in December. The approaches on the Hull side have been started and the work is being rapidly pushed.

07/11/1898 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

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.

07/11/1898 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

WORKSTOPPED ON PIER NO. 2

OWING TO DECISION OF CHIEF ENGINEER SCHREIBER

A Question of Copper [sic] Dams Progress on Provincial Bridge

Work on pier No. 2 of the Interprovincial Bridge has been suspended going to a decision of the chief engineer of the department of railways and canals, regarding the placing of concrete in the bottom of the piers.

Mr. Schreiber, chief engineer of the department, says he did not stop the work, but told the bridge company that if they did not comply with certain requirements of the department respecting the putting in of concrete he would not pass the bridge when completed. It was necessary, he said that he should be able to inspect the concrete after it had set and with the copper dam in use he would not be able to do this as the concrete would be covered with water. This precaution, he said was necessary owing to the height of this pier which is higher than most bridge piers, and also owing to the late accident at Cornwall having been caused through the concrete not having been properly "set." So far everything in connection with the construction of the bridge had been satisfactory to the department.

Mr. H. J. Beemer, president of the Bridge Company, says they have taken every precaution, and will continue to do so. They are anxious to build everything with the approval of the department.

The matter is now under consideration.

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

INTERPROVINCIAL PIERS. Forty or fifty small concrete piers are now building on the low lands in Hull for the approach of the Interprovincial bridge. A new pier of the same dimensions as No. 6 will be built by Mr. Beemer in shallow water on the north shore. This pier is not shown on the plans, and is not included in the contract.

10/11/1898 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

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.

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.

16/03/1899 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

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 to the Free Press that 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.

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.

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.

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.

25/11/1899 **Ottawa Citizen** **Pontiac Pacific Junction** **Interprovincial Bridge**

The first of the iron work for the Interprovincial bridge of the P. & P. J. and O. and G. railways will be placed in position early next month, and the structure, which has been under construction so long, will then more than ever take the form of reality. The Dominion Bridge Company, of Montreal, which has the contract for the manufacturing of the iron work, has sent up six barge loads, and the stone work in the river and on the Hull side are in readiness to receive it. At the present time rails are being laid on the Hull side to facilitate the easy transportation of the heavy iron work from the C.P.R. north shore line to the bridge. The iron work is of a heavy type, built to withstand almost any pressure, and the task of erecting it will be by no means an easy one. The preparatory work, which is mostly being carried out on the Quebec side, is progressing very satisfactorily.

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.

14/12/1899 **Ottawa Free Press** **Montreal and Ottawa** **Interprovincial Bridge**

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.

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.

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.

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.

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.

23/10/1900 **Ottawa Citizen** **Maniwaki** **Interprovincial Bridge**

The trains of the Ottawa and Gatineau railway will likely be running into the Central depot in three of four weeks. An official of the Interprovincial bridge stated today that all of the arrangements for the service should easily be completed in the time mentioned or sooner. All of the iron work is up and the workmen are now engaged in riveting and laying the flooring. The rails have already been laid.

On the approaches the work is equally well advanced. On the Hull side from Lake street back to the Gatineau junction the grading is completed while the trestle work nearer the bridge is well under way and a large staff is engaged on it. On the Ottawa side the approaches to the Central Depot are nearly completed with the exception of some work near the old Coffin homestead.

The bridge will not only be opened for railway traffic at an early date but will also be ready for vehicles and pedestrians. The more difficult part of the work is already finished and the operations are being rushed.

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.

27/12/1900 **Ottawa Citizen** **Hull Electric** **Interprovincial Bridge**

It is understood that the negotiations between the Hull Electric company and the P&PJ railway relative to the entry to the central depot by the Interprovincial bridge of the former company's electric cars are practically completed. There has been an exchange of privileges. The Hull cars will run over the Interprovincial bridge while in connection with the PPJ extension from Aylmer to Hull Mr. Beemer's line will run over the tracks of the Hull Electric company from Tetreauville to the Hull depot. This will obviate the necessity of an expenditure of about \$200,000 for an overhead crossing of the electric railway tracks on the Aylmer road.

The arrangements will go into effect early in the month of January.

The Hull Electric company is also considering the advisability of constructing a loop line around the city of Hull.

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

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. Hollihan, 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.

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

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 which 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.

11/05/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

It has been definitely decided that an electric car service will be provided over the Interprovincial bridge from the Central depot to Hull this summer. Ottawans will thus be able to take cars at the Central depot and go, probably without change, direct to Aylmer.
One of the head men of the Ottawa, Northern and Western railway said yesterday said that there certainly will be an electric car service on the bridge this year, but the point which appears not to have been settled as yet is as to whether the Hull Electric company or the O., N. & W. railway will run the cars over the bridge. If any difficulty arises in the present negotiations through which the Hull Electric company is seeking entrance to the city, the railway company will provide electric cars of its own to Hull and there connect with the line for Aylmer.
Negotiations are now in progress between the two companies and the fact that trolley poles are being put up leads to the conclusion that an agreement will be reached. As to the exact status of the case and the proposed terms the authorities are somewhat reticent.
The railway company has to build an extension from Deschenes into Hull in connection with the P. & P. J. branch and it is understood that an agreement is being considered whereby the P. & P. J. will run over the Hull Electric tracks from Tetreauville into Hull and in return the electric road will run over the Interprovincial bridge into the Central depot. The P. & P. J. railway has recently entered into an arrangement to use a part of the C.P.R. tracks in Hull.

17/05/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

"regrets increase". The Ottawa and gatineau Railway has increased commuter fares to recover the costs of the bridge. Commuters who are also Ottawa taxpayers object because of rthe large taxpayer-funded city bonus granted to the railway.

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 Hull Aylmer cars have permission to run over the Interprovincial Bridge and it will only be a matter of a day or two until they are running to the landing between the Sappers and Dufferin bridges. The Hull company and the ON&W are negotiating about the railway interests of the Electric Company with the object in view of the latter turning over to the steam railway all of its electric railway privileges. It is expected that the deal will be consummated, but in the meantime the Hull company is paying a price for the privilege of crossing the bridge. The Pontiac division of the ON&W gets the privilege of using the Hull Electric Company's tracks from Hull to Aylmer and therefore the Pontiac trains, which have had to depend upon the Hull Electric cars for train connections with the Capital will in future run right through to the city. It is not expected that the running of steam cars over the Hull Electric Company's tracks will have any bad effect upon the road bed as it is one of the finest in America and heavy rails are used on it. The Pontiac trains will not interfere with the electric cars between Aylmer and Ottawa. All that remains to be done is to arrange the timetable for the two companies. The agreement between the two companies will be drawn up today,

INITIAL RUN TO AYLMEER
SERVICE OVER INTERPROVINCIAL BRIDGE OPEN

Balance illegible

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.

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"

25/09/1901 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

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.

03/12/1901 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Through passenger and freight service was instituted on the Pontiac and Pacific Junction branch of the Ottawa, Northern and Western Ry. yesterday. The first passenger train, which left Waltham at 6 o'clock, arrived at the Central station at 9.15. The distance, 82 miles, was completed in three hours and fifteen minutes, is considered good on a roadbed just completed in places. The train, which consisted of engine, baggage car and four coaches, was in charge of Joseph Murphy, engineer and S.R. Kenny, conductor. The train was well patronized. Amongst those on board were Hon. Geo. Bryson, Coulonge; S.A. Smith, David Gillies, J.T. Patterson, Campbell's Bay; H.S. Dowd, Quyon, and Mr. Leggo, Shawville. A number of the railway officials boarded the train at Aylmer, having made the trip from Ottawa on the first through freight which left the city at 7 o'clock. In the party were Mr. P.W. Resseman, general superintendent; Guy C. Dunne [sic], chief engineer; F.W. Martin, train dispatcher; J.B. Brennan, roadmaster; and Mr. Jordan, agent of the Hull Electric company. In the baggage car were 26 deer shot in the Coulonge district by Montreal hunters. They were transhipped at Hull for that city. A passenger service is to be maintained daily except Sunday, the train leaving the Central depot at 5.20 p.m. No freight will be carried on this train. A freight train will leave Ottawa every Monday, Wednesday and Friday morning at 7 o'clock, thus making three round trips a week.

23/04/1902 *Ottawa Citizen* *Hull Electric* *Interprovincial Bridge*

Complaint has been made that owing to the lack of guard rails near the approach to the Alexandra bridge cars are liable to go over the embankment, the mayor requested the engineer to look into the matter and in reply Mr. Ker says:
"The tracks are on a level with and form part of the roadway and should a guard rail be laid I am of the opinion that it would be a greater source of danger to the vehicular traffic than the lack of the guard is to the street cars. I do not consider the present arrangements on the bridge dangetous, provided the street cars do not exceu a speed of eight miles per hour. At present they frequently run at double that rate. On the southern approach to the bridge a guard or second rail, (west of the west trolley track, and extending from the southern end of the bridge to Rideau street, and a guard rail east of the eastern trolley track between the two bridges at the end of St. Patrick street, would be safer than she present arrangement." The mayor has requested the city engineer to call the attention of the proper authorities to the suggestions contained in his communication

19/07/1902 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

New guard rails are being placed by the C.P.R on the interprovincial bridge and some other slight improvements made to the approaches to the structure

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.

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.

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.

09/07/1920 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

DOG JUMPED FROM TRAIN ON BRIDGE

A telephone message from the C.P.R. authorities that an unknown man had jumped from a train while passing over the Alexandra bridge shortly before eleven o'clock, sent an officer from police headquarters on a fruitless errand this morning. Constable Wilson was rushed to the bridge in the police auto, but on arriving there found the report was without foundation. Upon making enquiries he ascertained that a bulldog, which had escaped unhurt and made off in the direction of Hull, had been seen to jump from the window of one of the coaches of the train as it passed over the bridge.

30/08/1928 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Will Be Sentenced for Dangerous Act

Court Severely Lectures Men Who Placed Plank Across Railway Track.

"So far as you are concerned you are just as guilty as if the train had gone into the river and one or two hundred people had been killed," said Magistrate Hopewell in police court, to Thomas Sherrin, aged 28, and George Henderson, aged 26, both of no fixed address, who were found guilty of placing obstruction upon a railway track. A plank had been placed on the Hull Electric Railway track.

Evidence showed that the two men had placed a plank on the Canadian Pacific Railway tracks on the Interprovincial bridge and were interrupted by railway employes when they were trying to place a larger plank, four inches thick and fifteen feet long.

Lee A. Kelley, counsel for the C. P. Rly., pointed out that the Trans-Canada train passed over that bridge shortly after the men had been caught placing planks. On account of shadows cast by the bridge structure, Mr. Kelley said, an engineer might not notice a plank on the track. The plank, he said, was quite sufficient to derail the engine and the train might have broken through the side of the bridge.

The accused gave no evidence but said they were drunk and did not know what they were doing.

"To begin with, the fact that you were intoxicated is no excuse what-ever," said Magistrate Hopewell. Both were found guilty and were remanded until Tuesday for sentence.

Two Women Hurt In Derailment On Alexandra Bridge

Mrs. C. Lahaie and Mrs. J. B. Massle In Hospital - Hull Car Crashes Into Iron Railing.

Two women. Mrs. Clement Lahaie, of Massop,[sic] P Q . and Mrs. J B. Massie, 34 Dollard street. Hull, passengers in a Hull Electric "Belt Line South" street car that jumped the track on the Hull side of the Interprovincial Bridge yesterday were removed to Water Street Hospital immediately after the accident suffering from minor abrasions.

Though no serious injuries could be discovered at the time, both were X-rayed and are being kept in the hospital until the plates have been developed. The motorman, Edward Boucher, of Aylmer, and three other passengers of the car were uninjured aside from a severe "shaking up."

Crashes Into Railing

According to an eye witness.the street car, which left Ottawa at 2.52 p.m.was going down the slight slope on the Hull side of the bridge when it jumped the tracks, the front of the car veering across the roadway on the right hand side and crashing into the iron railing. The car was going between six and eight miles an hour when it left the tracks.

The slow rate at which the car was travelling undoubtedly averted a serious accident for it would have dropped about 45 feet had the railing failed to check it in its course. Other contributory causes for the lightness of the injuries sustained were Motorman Boucher's prompt jamming on of the brakes and the fact that only six people were in the car at the time.

Traffic Holdup

According to the Hull Electric Company officials, the one man car, which had only single trucks, that is to say, four wheels in all, was more liable to jump the tracks than the common double-truck type would have been. It took about 20 minutes to get it back on the tracks again, all street car traffic across the bridge being suspended during that time, and when this was accomplished it was found that the front step, door and bumper had been so damaged by the impact that it would have to be taken to the shops for repairs.

The three passengers on the car who escaped uninjured were: Mrs. Joseph Desloges, 92 Levis street, Hull; Miss Jean St. Laurent, 35 Archambault street, Wrightville, and Omer Cousineau, 156 Nelson street, Ottawa.

Officials of the Hul Electric Company said last night they had been unable to determine the cause of the derailment.

04/09/1929 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

Commits suicide throwing himself into side of train

Man believed to be James Perry, of Montreal, ends life on Interprovincial bridge.

Before the eyes of many motorists and pedestrians on the inter-provincial bridge, a man believed to be James Perry, 9080 Notre Dame Street East, Montreal, was instantly killed by the Trans - Canada, Limited, just after it left Union Station at 10. 50 o'clock last night. Several witnesses assert the man climbed the fence separating the railway tracks from the sidewalk and deliberately flung himself into the side of the train.

The engineer Michael Hussey, 552 Lisgar Street, not knowing of the tragedy, continued on his way and did not know anything about it until informed by the Canadian Pacific Railway dispatcher, who stopped the train at Hull. Mr Hussey told the dispatcher he had not seen the man when the train crossed the bridge and there was no marks on the locomotive or coaches.

Crowd quickly collects.

Happening as it did at a time when there is heavy traffic of all kinds between Ottawa and Hull, the fatality quickly drew a large crowd of the curious. Automobiles were lined up long distances on both sides of the bridge, Hull Electric Railway cars was stopped and pedestrians flocked in from every direction.

C.P.R. Train No. 7, known as the Trans-Canada Limited, left the Union Station continuing its westward Journey at 10. 50 p.m. daylight saving time. Joseph Guenette, 93 Murray Street, bridge watchman, said that as the train reached a point about 100 yards north of the Ottawa end of the bridge he saw a man suddenly climb over the parapet on the east side of the bridge and run into the heavy train. As the headlight rays had past the point where the men leap leapt apparently the engineer did not see him and drove on, ignorant of the tragedy.

More

21/10/1930 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

Find Daniel McDonough's Death Was Accidental

A verdict of accidental death was returned last evening by a coroner's jury investigating the death of Daniel McDonough, 40 years of age, of 211 Guigues avenue, who died at the Ottawa General Hospital on Oct 12, from injuries received when he is believed to have been struck by a CPR train on the Alexandra Bridge on the evening of Oct. 10. There was no evidence submitted to show that the train struck Mr. McDonough, although everything pointed to that. Those who gave evidence were: John Carron, 87 Kent street; R. Moffatt, C.P.R. engineer. 1187 Gladstone avenue; H. M. Richard, 60 Nelson street; Joseph A. Casault, 30 Marier road, Eastview; Dr. J. J. Danby, Constables L. S. Collins. J. Patenaude and Robert Rennie, CPR.. fireman. 14 Melrose avenue.

02/02/1931 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

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 light 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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01/02/1935 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

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.

Flags Fast train and Averts Crash

Hull man lights handkerchief to attract attention - horse had become wedged in right-of-way on Alexandra Bridge.

The trans Canada flyer, the C.P.R.'s crack No. 1 train, was delayed at the Union Station 1 hour and 20 minutes early Monday morning when a horse wandered down the enclosed section of the tracks on the Alexandra bridge and died after injuring its foreleg between the ties. Lucien Gagnon, of 176 Boulevard St. Joseph, Hull, flagged the train to a stop by waving his burning handkerchief when he saw the horse lying across the tracks in the path of the engine, about 100 yards from the Ottawa entrance to the bridge.

Train is delayed.

Bound for Vancouver, the train was scheduled to pull out of Ottawa at 2.20 a.m., Daylight Saving Time. It did not leave until 3.40 a.m., when the horse was removed by tearing off a section of the galvanized sheeting which boarded the right-of-way.

Ottawa Police, CPR. Police, Hull police, sectionmen and train men was summoned to meet the emergency. The Limited was backed into the station and a Conference held in the despatcher's office. The animal, whose owner had not been located, was believed to have made its way over the ties from the Hull side of the river. Galvanized iron sheeting, five feet high, protects pedestrians and motorists on both sides of the tracks and extends across the bridge and for a little distance on the Hull side.

Mr. Gagnon said he saw the animal walking towards Ottawa on the ties as he was going home across the bridge. He ran after it to head it back but the horse ran too. It fell as its front leg caught between the ties and apparently broke. At that moment the flyer entered the bridge from the Union Station.

Engineer sees signal.

Acting quickly, he called the attention of two other youths on the west side of the bridge and then ran along the walk by the girders to stop the train. He lit his handkerchief and waved the burning cloth to attract the engineer's notice. Engineer Alex Huard, of Ottawa, applied the brakes.

George Rogers, of Ottawa, was the conductor. With the help of the boys, they tried to get the animal on its feet.

It was impossible to force the injured animal to stand up. The limited was shunted back to the station and a conference held in the despatcher's office. A derrick or hoist was needed. Hull West sectionmen were called out of bed and Edward O'Brien, C.P.R. investigator, notified along with Ottawa Police.

Sergeant R. Maharry and Constables R. McCulloch and Eric McDonald arrived. The alternative of having the flyer re-routed by Hurdman's Bridge was considered but railway officials decided this would necessitate too long a delay.

In the interval the aged animal died, either from fright or its leg injury. A large crowd gathered and the bridge was filled with cars.

Something had to be done and time was slipping by. No derrick had arrived. Crowbars were brought into action and the horse's foreleg, which had slipped down between the ties again, was pried loose. The train was brought to the entrance of the bridge again and the glaring headlight provided light to work by.

Horse is dragged out.

As a last resort a section of the galvanized iron sheeting which hemmed the tracks was broken down on the left side by the iron bars and the horse was dragged out by the men with the aid of ropes. The track was cleared.

The horse was carted away in a garage truck and an investigation will likely be made today to find the owner.

Man Flags Train, Averts Possible Wreck

When Horse Is Caught Between Railway Ties on Alexandra Bridge, Lucien Gagnon Waves Blazing Handkerchief and Stops Express. Train Held Up More Than Hour Early This Morning.

Keen presence of mind on the part of Lucien Gagnon. 176 Boulevard St. Joseph. Hull, averted a possible wreck of the Canadian Pacific Railway western train on the Alexandra Bridge early this morning when he flagged the train by means of a lighted handkerchief. A horse which had strayed onto the tracks had fallen across one rail with a broken leg just as the crack No. 1 train was rounding the high trestle out of the Ottawa Union Station.

Knew Train Was Due.

Gagnon who was returning to Hull from his work in Ottawa at 2.15 this morning saw the horse coming down the tracks as he started to walk across the bridge. Aware of the fact that a train was due in a few moments, he leaped the low guard rail and started down the tracks across the bridge to meet the oncoming horse. As he met up with it the horse took fright and bolted past him.

Unable to run very fast, owing to the unevenness of the track, Gagnon, however, went rapidly as he could after the bolting horse, When the horse reached a point about 75 feet from the Ottawa end of the bridge it suddenly stumbled and fell.

Body Across One Rail.

The animal had broken its right foreleg through one of the trestles and as it fell its body was jammed between the girders and across one rail.

When Gagnon reached up with the horse he heard the whistle of the train as it rounded the curve across the high trestle just outside of the Union Station. Quickly pulling his handkerchief out from his pocket, he lighted a match to it and ran down the tracks to meet the approaching train waving the burning pocket handkerchief.

The engineer, who was just getting up speed, seeing the man running towards the train with something burning in his hand, at once applied the brakes and brought his heavy train to a stop with all possible speed.

When the engineer got down from his cab he found that the train had been halted just a few yards away from where the stricken animal lay in the path of his train.

A call was at once put into Hull and Ottawa police who responded immediately. Although more than a dozen men tried to move the horse. it proved too heavy. Before a veterinary surgeon could be called to destroy the animal it died.

An investigation by the police officers disclosed that the horse must have wandered onto the C.P.R. tracks at the St. Henri street crossing in Hull and that unable to leave the tracks had just kept on its way until it reached the bridge.

Speaking to *The Citizen*, Gagnon said that when he saw the horse he got the surprise of his life, but knowing that a train was due shortly, leaped over the guard rail and headed down the track to catch the animal. As he reached the horse, the animal bolted past him. The big ties made it impossible for him to follow at any great speed.

"As I finally caught up with it when it fell, I heard the whistle of the train as it started across: the high trestle. The only thing I had that could make a flare was a big pocket handkerchief and I took it out and set a match to it," Gagnon said. "I sure was glad when that train started to stop. It was a heavy train and there were so many people in it."

Congratulations were showered upon Gagnon for his presence of his mind by police and railroad officials.

Track Cleared

Hull police were first called to the scene. Seeing that the animal was on the Ottawa end of the bridge and on C.P.R. property they were unable to destroy the animal. They called the Ottawa police and the animal died, probably from fright and pain, just as the city police arrived. Inspector J. W. Friend Ottawa Humane Society also was called but found his services not needed.

A towing truck was called from Hull to be used as a derrick to lift the dead horse from the tracks but before it arrived the animal's leg was freed from between the ties and a piece of tin ripped off the side of the bridge. The body was then rolled onto the sidewalk completely free of the train tracks.

The train, which pulled out of the Union Station at 2.22 a.m.. D.S.T. was in charge of Conductor George Rogers, of Ottawa, and Engineer Alex Huard, also of Ottawa.

Might Have Been Serious

The spot where the horse fell with a broken leg was about 75 feet out across the bridge over the Ottawa river. Had the train crashed into the heavy animal, jammed as it was between the ties and the girders, across one rail, a serious accident could quite easily have occurred, observers said. The animal was a particularly heavy one and the engine crashing into it might have resulted in the train being derailed with possible loss of life and serious property damage, it was said.

It was twenty minutes to four this morning before the train finally was able to continue on its way towards the Pacific coast.

The accident attracted not only the passengers from the train but many other persons using the bridge, all of whom stopped to see what had happened. Police officers had a difficult time for about half an hour keeping traffic moving on the bridge.

Men Who Flagged Train Rewarded

Presentations were made yesterday afternoon to two young men who flagged the west-bound C.P.R. Imperial train early in the morning of April 25 when a horse got on the railway tracks of the Interprovincial Bridge.

Roland Sarault, 22, of 331½ Dalhousie street, actually stopped the train by running up the tracks and waving his arms to get the attention of the fireman and engineer. Lucien Gagnon, 23, of 176 Boulevard St. Joseph. Hull, first noticed the horse on the right-of-way and told Mr. Sarault.

Gagnon shortly after the event received the congratulations of the Prime Minister for his courageous action. Investigation revealed the part Mr. Sarault took in the incident. The C.P.R. head office was informed of what had taken place and sent two checks, which were presented yesterday.

The presentation was made by William Garland, assistant superintendent of the division, in his office at Union Station. Also present were F.

Perkins, divisional master mechanic. Smiths Falls; E.E. Clapham, claims agent, Montreal; and Edward O'Brien, chief of investigation, Ottawa.

Boy Finds Track Dangerous Place to Repair Puncture

The railroad right-of-way: isn't exactly the ideal place to repair a punctured bicycle tire. . Leo Monfils, 16, of 522 Rideau street, found out on:

Friday shortly after 7 p.m. when he narrowly escaped being struck by a CPR train at the Ottawa entrance to the Alexandra bridge.

Monfils jumped out of the way just in time, but his bicycle was struck by the train as the engineer was bringing his engine to a stop.

The boy was returning to Ottawa from Hull: when his bicycle got a flat tire at the south end of the bridge. He stepped: off the roadway: to the tracks which are between the entrance and exit roads.

At that point, three sets of tracks run parallel, the outside ones used by Hull Electric street cars and the middle one by the CPR. There, appeared to be no activity so he began to fix his tire.

Within a few minutes however, special engine with a complement of empty coaches bound for Montebello, steamed from the Union Station.

Monfils said, he saw it coming but did not move because; he thought it was travelling on one of the other tracks. A curve in the tracks about 100 yards away made it impossible to tell from where he was, just what tracks the train was on.

When the train came around the curve he soon learned he was wrong, but he had only time to jump out of the way. The cow catcher of the engine knocked the front wheel of his bicycle. Engineer Arthur Carrier had seen the boy on the tracks and was bringing his train to a stop when it struck the bicycle. The train was delayed about 15 minutes. Detective Borden Hobbs, of city police, who was passing, when it happened, assisted the boy in getting his bicycle home.

04/11/1944 *Ottawa Journal**Hull Electric**Interprovincial Bridge***Derailed Hull Tram Ties Up Traffic**

When a Hull Electric street car jumped the tracks near the Hull end of the Interprovincial Bridge, at 12.40 this morning, street car service from Hull was tied up for some time. Two passengers on the car, S. Lusignan, of Ferland street and Rene Pilot 6 Duquesne street Hull, were slightly shaken up. For a time the street car was at right angles to the street.

The derailment occurred in front of Baillot's garage on Youville street, the rear of the tram swinging over in the direction of the garage, breaking the power pole and coming to a stop near the gasoline pumps. Operator of the car was Dominic Souliere, 30 Centre street, Aylmer.

Constable Simoneau of Hull police Investigated.

08/10/1945 *Ottawa Citizen**Hull Electric**Interprovincial Bridge***Indian Walking On Trestle Is Hit By Tram**

A 65-year-old Indian, Tom D. Lefebvre, of the Oka Reserve, Lake of Two Mountains, Que., is in serious condition at the Ottawa General Hospital, as a result of injuries he received shortly after midnight Saturday, when he was struck by a Hull Electric streetcar on the trestle just south of the Interprovincial Bridge.

Numerous stitches were required to close the wounds about his head, face and neck. Lefebvre's left leg was badly injured. His condition was reported as "very poor."

Reginald Beauregard, of 64 Papineau street, operator of the Hull streetcar stated that he did not see Lefebvre on the trestle until he was about five feet away. Mr. Beauregard said he rang the bell, and immediately put the car into reverse, but was unable to avoid hitting the man.

Mr. Lefebvre was caught between the front right frame of the streetcar and the wheel. Mr. Beauregard immediately called the police and medical attention.

Dr. L. Michaud attended the injured man, who was taken to the Ottawa General Hospital in Gauthier's ambulance, and was admitted about 1.30 a m.

It is believed that Mr. Lefebvre instead of walking along the sidewalk under the streetcar and railway bridge over the roadway was taking a shortcut over the trestle when he was hit.

30/03/1946 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge***CPR Traffic To Be Re-Routed**

Canadian Pacific Railway trains will be re-routed via Hurdman's Bridge, Ellwood and Ottawa West, .so that CPR service will not be interrupted by the fire on the Interprovincial Bridge, last night.

In the case of the transcontinental Montreal-Vancouver trains, numbers Seven and One, westbound, will come into Union Station and then back out to Hurdman's, swing on to the "Y" there and pass through Ellwood to Ottawa West, rejoining the main line at that point East-bound transcontinental, numbers Eight and Two, will reverse the procedure and instead of crossing the river at Ottawa West and, entering Ottawa via Hull, as usual, will remain on the Ontario side of the river, running via Hurdman's Bridge into Union Station.

Ottawa-Montreal, North Shore, Maniwak and other CPR trains normally using the Interprovincial Bridge will be routed through Ottawa West and will cross the Ottawa River at that point.

The CPR owns the Interprovincial Bridge, officials of the company told The Journal late last night. They could not say how much it would cost to repair the damage, but "it will be a major job". Montreal head office is expected to issue a statement today as to the cost of repairs and length of time it will take.

Three Hull Electric Railway street cars were stranded on the Ottawa side, and will remain there until the-bridge is cleared for traffic again.

Buses and all the street cars of the Hull company will meet Ottawa street cars at the Chaudiere Bridge terminal, to carry passengers to destinations in Hull but no buses will come to Ottawa,

30/03/1946

Ottawa Citizen

Tramway

Interprovincial Bridge

While flames at the Eddy plant were threatening the source of his livelihood and in some cases the lives of his fellow workers, Arthur Guertin, engineer in charge of the E.B. Eddy yard engine, called upon two companions and risked his life to remove from a particularly dangerous position, two tank cars filled with chlorine gas.

Manning a decrepit steam engine which is used to haul freight cars from one section of the property to the other, Engineer Guertin cautiously approached the flame swept tanks and with the aid of Frank Cain, 399 Arlington avenue, and Arthur Meunier, 37 Frontenac street, Hull, coupled the two dangerous filled cars to the tender of his engine and pulled away. They were placed in a position far removed from the reach of the flames and heat.

Citizen Interview

In an exclusive interview with a representative of the Evening Citizen, shortly before he left for his Aylmer home, Mr. Guertin said, "It was necessary to remove the two tanks to a safer part of the yard. The danger of explosives was imminent as one of the tanks had been shown to be leaking. Had they blown," he remarked, "the explosion would undoubtedly have taken the lives of all the firemen and workers within a broad radius."

Although the engineer accepted his feat of bravery as a commonplace job of work connected with his position, Mayor Raymond Brunet and director Emile Bond looked upon his act as one of the most fearless they had seen in their several years of public service.

A resident of Aylmer and a father of five children, Mr. Guertin has been employed by the company for a steady period of 19 years. He was on duty at the time of the outbreak of the fire but his action, which, according to fire and city officials, was responsible for the saving of several lives, and was on his own initiative.

NB. Emile Bond was the Fire Chief.

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Mechanical hero of the tremendous conflagration was Eddy's minute locomotive. Its whistle shrieking stridently, the tiny engine worked ceaselessly through the night, hauling freight cars loaded with material out of the danger zone.

Picture of rails "pretzelled" and several others.

30/03/1946

Ottawa Journal

Montreal and Ottawa

Interprovincial Bridge

Fire Sweeps Eddy Pulp Stocks and Interprovincial Bridge

Flames are Checked Near Main Eddy Company Mill

Cigarette Butt Starts Worst Fire in Greater Ottawa in 46 Years - Thousands War=tch Blaze

Most spectacular fire to occur in the Greater Ottawa area since the destruction of Hull in 1900, last night destroyed the Quebec half of the Interprovincial Bridge, and raged unchecked throughout the night in the mountainous pulpwood stock pile of the E. B. Eddy Company, causing damage estimated in the neighborhood of \$1,000,000.

Cause of the fire was said to have been a cigarette butt, tossed from an automobile some time late Friday afternoon. Another report was that a gasoline truck had taken, fire at the Hull end of the bridge setting fire to the heavily tarred woodwork of the roadway.

Saved Lower Mill.

Throughout the night firemen of both the Hull and Ottawa fire departments fought steadily in an effort to save the Lower Mill, located just west of the stock piles and through almost superhuman efforts the roaring blaze was checked within a hundred feet of the sprawling buildings.

The fire started shortly before seven o'clock. Within half an hour a pall of heavy black smoke was hanging over the west end of Ottawa while the flames, already out of control, raged furiously ahead of the high wind that swept out of the northeast.

Three hours later the flames, roaring hundreds of feet in the air were visible for miles around and residents from all parts of Ottawa and Hull were flocking by to watch the conflagration.

The Quebec side of the bridge for a stretch of 500 feet was wrecked cutting off all traffic.

All CPR trains had to be re-routed from Ottawa West, via Ellwood station to Hurdman's bridge. The plank floor of the bridge, heavily tarred and highly inflammable, burned away to the centre span before Ottawa firemen were able to check it.

Hull firemen were called to the bridge twice during the day to put out fires caused by cigarette butts.

At about 6.45pm. they answered a box alarm and on reaching the bridge found its northern end in flames. The tarred surface burned furiously and their hose lines proved almost useless. The flames spread over the mud flats west of the bridge and soon reached the stock piles, containing pulpwood valued at half a million dollars.

The pulp, piled in huge stacks, had been dried out by recent warm weather and soon was ablaze. Hull firemen sent for more equipment and when the pulpwood began burning a two-alarm call was rung through to the Ottawa Fire Department. The wind was rising steadily, though fortunately away from Laurier avenue and toward the river.

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The fire spread from the Hull end of the bridge to the stock piles along a sector of ground where the chain from the conveyor is stretched out for oiling periodically. The ground was said to be soaked with oil and to have caught fire, leading the flames to the pulp pile. A wooden tunnel beneath the stock pile was thought to have been a contributing factor, since it provided a draft beneath the pulp and fanned the flames.

The tunnel was a part of the conveyor system

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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.

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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.

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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.

16/08/1946 *Ottawa Citizen**Hull Electric**Interprovincial Bridge*

Hull Railway Will Run Trams Over Alexandra Bridge

With repairs to the Interprovincial (Alexandra) bridge rapidly nearing completion insofar as the steel work is concerned, normal traffic over the structure will be restored sometime in mid-autumn it is expected. Since the disastrous fire which swept through the the E. B. Eddy Company's plant and badly damaged the bridge on the night of last March 29, traffic between Ottawa and Hull has been re-routed over the Chaudiere causing tremendous inconvenience, especially during the rush hours

As regards the operation of Hull Electric Railway trams over the bridge, a spokesman for the company told the Evening Citizen today. "As far as we are concerned our street cars will definitely be back in operation again. We are only awaiting completion of the bridge repairs to re-establish our service between Hull and Ottawa.

"Ghostly Cars"

At the time of the fire an even half-dozen Hull Electric cars were caught on the Ottawa side of the river and since then have been lying in the railroad tunnel below the plaza. Travellers on trains passing through the tunnel can plainly see the darkened, silent cars lined up like some abandoned "ghost train".

Trains have been passing over the bridge since the first part of May as work on the railway portion of the bridge was given priority because of the heavy railway traffic across the Ottawa at this point.

06/12/1946 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

Hull Trams Use Railway Tracks

Freight cars and oil tankers have often used tracks of the Hull Electric Railway to deliver cargoes in Hull, but the tables were turned today when three Hull Electric street cars roared across the Interprovincial Bridge on the CPR tracks.

The three street cars were marooned on the Ottawa side by the fire which partly destroyed the Interprovincial Bridge. Until today they were parked at the Hull Electric terminal beneath the Plaza.

The cars were required for service in Hull and because the street car track had not been relaid across the bridge the cars were hauled back on the railroad track.

21/06/1950 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

Bridge Sag Caused By Settling

CPR trains will be rerouted from the Alexandra Bridge between Hull and Ottawa for the next few days, while workmen repair a "half-inch" sag in the center of the structure.

The defect in the interprovincial span was discovered early Monday afternoon, during a routine check by Dominion Bridge Company inspectors. The company has been engaged in making extensive repairs to the bridge during the past three weeks, and workmen are continually on the alert against any weakening of the structure, while repairs are going on.

The sag in the bridge was first spotted in the "grillage" which supports the beams of the bridge, and was confined to the center of the span.

As railway officials had determined that the slight defect did not constitute any danger to rail traffic, trains were permitted to use the bridge until early yesterday afternoon, when it was decided to re-route them to expedite the repairs.

Nothing Unusual

E. C. McKay, superintendent of the Smiths Falls division of the CPR, told The Citizen last night, that there was nothing unusual in the halting of rail traffic during the repair of bridges.

"There is no question of danger to the bridge," Mr. McKay stated. "The sagging condition is the direct result of settling, as the result of repairs made during the past few weeks.

"The sagging is very slight. Not more than a half-inch at the most extreme point," he reported.

Railway officials declared there was no reason to expect automobile or bus traffic to suffer while the repairs are under way. Almost two thousand vehicles were reported to have passed over the span yesterday. Motorists were advised that there was no cause for alarm.

Traffic has been asked to slow down to the legal 15-mile-per-hour speed limit during repair operations, and the co-operation of police has been asked to make certain that drivers comply with the request.

W. J. Johnstone, CPR bridge and building master, reported that the bridge is scheduled to be re-opened to rail traffic by 5 p.m. (standard time) Friday. (23rd)

In the meantime, trains that normally used the bridge will be diverted to the CNR cross-town tracks in Ottawa West. Trains going to Hull and north of Ottawa will be re-routed over the Ottawa West bridge.

The CPR dispatcher reported last night that despite the rerouting, traffic was maintaining its normal schedule. Trains were leaving the Union Station at the allotted time, and though one train was eight minutes late yesterday afternoon, the bridge condition was not to blame for the delay.

It was reported last night that repairs on the bridge would require at least two more months' work. Officials warned that traffic would probably be forced to suffer some minor inconveniences for short periods until the work is finally completed.

Man only cut when brushed by CPR train

Rene Roberts, 64, of no fixed address, is lucky to be alive. He was brushed by an Ottawa-bound CPR train Saturday at 10.36 p.m. and taken to General Hospital with only a laceration to the head.

He was kept in hospital over night for observation.

The train engineer, Percy Newton, 63, of 57 Grange Rd., said he saw the man standing beside the track on the Ottawa side of the Interprovincial Bridge but thought he was far enough away from the train.

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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04/10/1966 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

Interprovincial to get 4 lanes

Major renovations to the Interprovincial Bridge will begin shortly, says Con. Ken Fogarty.

The bridge, formerly maintained by the railways, has now been taken over by the National Capital Commission. The old train tracks will be removed and the surface improved and paved to carry four lanes of auto traffic.

The bridge will tie in to the proposed East Canal Bank Parkway and provide another connection between Ottawa and Hull, as recommended in the Ottawa - Hull Area Transportation Study.

15/02/1968 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

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

18/03/2019 *Le Droit**Montreal and Ottawa**Interprovincial Bridge*

EXCLUSIVE - The Alexandra Bridge, a venerable infrastructure that has been part of the national capital landscape for 118 years, is on its last mile. Its owner, the federal government, made the decision to demolish it as quickly as five to ten years from now, and build a new one in exactly the same place.

According to the information collected by the Right to several sources familiar with the matter, this project will deprive the population of a nerve and central interprovincial link for at least three years. While the debate over the need for a sixth bridge periodically resurfaces in the region, it is rather with a bridge less that motorists will have to combine in the years to come. About 9% of daily interprovincial automobile movements are by the Alexandra Bridge. Its pedestrian crossing is also essential for tourism because it allows to easily connect Parliament to the most visited cultural institution in the country, the Canadian Museum of History.

For the moment, the official voices are content to affirm that the Alexandra bridge will have to be replaced. Michael Mills, Assistant Deputy Minister at Public Services and Procurement Canada (PSPC), pointed out two weeks ago when his department announced major maintenance work on its bridges, including the Alexandra Bridge bridges. will extend over more than a year from this summer. "We are considering the replacement of the Alexandra bridge and the day to do so is more and more predictable, it is in a medium-term horizon, within the next decade," for its part confirmed at Law the secretary Parliamentary Secretary to the Minister of Public Services and Procurement Canada, and Member of Parliament for Gatineau, Steven MacKinnon.

In fact, the reflection on the Alexandra Bridge would be much more advanced than what the federal government is currently suggesting. In addition to being located at the foot of Parliament Hill and right next to the Rideau Canal locks, protected by UNESCO, the infrastructure enjoys heritage protection. The NCC, which has a say in the development of the capital, will certainly want this aspect to be taken into consideration when defining the design of the future bridge. The possibility of rebuilding a bridge identical to that erected in 1901 is, according to our information, one of the options currently analyzed.

The inevitable replacement of the Alexandra Bridge has been in the federal government for several years. However, it is its intended use by the mayor of Gatineau, Maxime Pedneaud-Jobin, for his light rail project, which would have brought this folder over the pile last spring. The latter would have surprised many people in the federal apparatus by announcing that he intended to cross his train on an infrastructure for which he has no jurisdiction.

The Alexandra Bridge issue would force the federal government to review its entire strategy for managing interprovincial links between Gatineau and Ottawa. According to our information, Ottawa is working on a global plan that would obviously include the implementation of a definitive plan for the replacement of the Alexandra Bridge, but would also be prepared to fundamentally review the governance of these assets. In this context, the construction of a bridge in the east could make a return to the federal government's considerations.