

# Local Railway Items from Ottawa Papers - Metropolitan Street

**Saturday 14/06/1884 Ottawa Free Press Metropolitan Street**

It is said the new street railway company will have the rails laid in September next. Residents on the Rideau, Bank, Elgin, Nicholas and other streets are rejoicing over the prospect of having the new street cars passing their doors.

**Friday 19/09/1884 Ottawa Free Press Metropolitan Street**

Account of special meeting of council to consider the By-law to grant authority to the Metropolitan Street Railway to construct and operate a street railway upon certain streets.

**Wednesday 07/10/1885 Ottawa Free Press Metropolitan Street**

The turning of the first sod of the new city railway yesterday was a very quiet act of some moment. About four o'clock Mr. McLeod Stewart, the president of the company, armed with a shovel and having a horse and cart in readiness to receive the "sod", repaired to the city hall, in front of which the inaugural ceremonies took place. His Worship mayor McDougall composed the audience. After the "sod" had been duly turned into the cart the ceremony was over. The driver and his load took their way into forgetfulness with the only evidence that the first sod of the new street railway had actually taken place. The spade was not a golden one, nor yet was it of silver, but a good strong corporation shovel. There was no wine drunk on the occasion; and there were no cheering multitudes there, unless the Mayor represented the motto *multum in parvo*, to give welcome to the infantile transport enterprise; but still there was the consciousness that a duty was well and truly performed.

**Wednesday 02/02/1887 Ottawa Citizen Metropolitan Street**

The New Street Railway. A movement is on foot to resurrect the Metropolitan Street Railway, and to raise funds in order to carry that project through. This scheme, if set in motion, would be a public benefaction, as several leading thoroughfares not covered by the existing system would be supplied with the convenience of a street railway.

**Friday 04/03/1887 Ottawa Journal Metropolitan Street**

If the gentlemen who hold the charter of the Metropolitan Street Railway have a real intention to make use of it, they could not select a better time than the coming spring to lay their track on Elgin street. The city is expanding rapidly in that direction. Last year a number of handsome residences were erected in the southern part of Wellington Ward. During the approaching season building operations will still be extensive in the same direction: there is a reasonable expectation that the city's limits will be extended southward to include Sturton: and the Provincial Exhibition will be held in Ottawa next September - all of which furnish good and substantial inducements to the Street Railway Company to get their track laid as soon as gentle spring clears the roads sufficiently to permit them to begin the construction. The opening up of the new street car route would give an impetus to an already rapid growth of the city southward, and like larger railway enterprises create business for the line. If we were stock holders in the company we would vote to "rush the work."

**Wednesday 15/03/1887 Ottawa Free Press Metropolitan Street**

It appears that the Metropolitan Street Railway company are at present hampered in their proceedings by the expiration of their bylaw. Notice will be given at the next council, and leave asked to introduce a bylaw. It is also understood that the same bylaw with the exception of certain necessary alterations in dates will be asked and it is not probable that any opposition to the passage will be offered.

**Monday 28/03/1887 Ottawa Journal Metropolitan Street**

The promoters of the Metropolitan Street Car Railway are very reticent about giving information about when or how the line is to be built, but in well informed circles it is stated that the work will go forward as soon as the weather permits of operations. It is said that one man has tendered for the supply of the necessary ties.

**Friday 10/06/1887 Ottawa Journal Metropolitan Street**

New Street Car Railway.

Messrs. Aylmard and Platt, New York, contractors, have got the contract for building the Metropolitan street car railway track. The track will be double railed four miles and have single rails and switches for the balance of the distance, six miles. The work will begin as soon as the by law receives its final reading.

**Saturday 11/06/1887 Ottawa Citizen Metropolitan Street**

New Street Car Railway. The contract for building the new Metropolitan street car railway has been awarded to Messrs. Aylomard and Platt, New York. The work begins when the by-law is passed, and will consist of four miles double rails and single rails and switches for the remaining six miles.

**Tuesday 21/06/1887 Ottawa Citizen Metropolitan Street**

The New Tramway. Work on the new street railway will be commenced today. The contractor has all matters so arranged to push on the Elgin Street branch of it with the utmost rapidity.

**Wednesday 22/06/1887 Ottawa Free Press Metropolitan Street**

The Metropolitan Street Railway company have slightly altered their plans. It was intended to have the first commencement on Elgin street, but the practical eye of the contractor argued that as the company must build the main line from Cummins bridge to the Union and C.P.R. (sic) depots it had better commence at the Protestant hospital and turn out on the loops as the work progressed. It is understood that a line tapping Lower Town and New Edinburgh via Dalhousie street will be applied for.

**Tuesday 28/06/1887 Ottawa Citizen Metropolitan Street**

The Metropolitan Street Railway Company have got all their stock ordered. The Canadian firms have had considerable orders and the first supply of cars came from New Jersey.

**Wednesday 04/07/1887 Ottawa Free Press Metropolitan Street**

It is understood that work on the Metropolitan Street railway is only being delayed by the early arrival of the steel rails. As soon as the rails, which are ordered from Hamilton and London, arrive, work will be pushed forward, and there is no doubt, Mayor Stewart states, but that the main line will be ready by Sept 15.

**Wednesday 06/07/1887 Ottawa Journal Metropolitan Street**

The rails necessary for the construction of the Metropolitan street railway have been ordered and as soon as they arrive the work of construction will begin. Some of the rails have been ordered from England.

**Monday 19/09/1887 Ottawa Free Press Metropolitan Street**

The 15th. inst is passed and the exhibition come, but when and oh! where is the Metropolitan street railway.

**Monday 26/09/1887 Ottawa Citizen Metropolitan Street**

"What are the prospects of the new street railway?" asked a Citizen reporter of Mr. Thomas Wallace yesterday.

"The prospects are all right," replied the New Yorker, "Part of the line will be laid on Rideau and Elgin Streets this fall, and the work will be well under way before the first snow falls. I am now in active correspondence on the subject and you will shortly see a good start made in earnest".

**Wednesday 25/07/1888 Ottawa Journal Metropolitan Street**

The charter of the Metropolitan street railway company expires on 15th September unless the company have the main line from the Protestant Hospital up Rideau, Sparks and Wellington streets and on to Bank street completed by that date. Provided that the corporation does not grant a further extension of time -- Ottawa Street Railway would be willing to extend but the terms of the Metropolitan charter are too onerous.--

**Friday 22/03/1889 Ottawa Citizen Metropolitan Street**

Meeting of Street Railway Committee with Messrs. H.N. Bate, G. Bate, H.A. Bate, J.A. Cameron, J. Kavanagh, J.G. Butterworth, H. Batson and C.A. Douglas to discuss with the aldermen the matter of their building a street railway on streets passed by the committee, and to come to terms with them regarding the sale of the road after the city gets the necessary legislation to allow them to carry it on.

-No agreement, adjourned until Saturday.

Saturday's Citizen - no action was taken - it is probably the city will receive other offers.

**Wednesday 03/04/1889 Ottawa Free Press Metropolitan Street**

Ottawa Street Railway Committee had a conference last night with members of the new Street Railway company for the purpose of arriving at some definite conclusion in regard to extensions of the proposed street railway system. --

- main line on Rideau, Wellington, Elgin and Bank, as far as the Canada Atlantic Railway, on the Richmond Road, be double track and also on Cumberland street if that street be selected. If Dalhousie to King street is selected instead, then single track.

-That portion of the line on Rideau street to the exhibition ground over Elgin and Bank streets to be completed by September next.

- That portion of the main line to the railway crossing at the Richmond road, and in Lower town to be completed by September 1890. The remainder of the line agreed upon to be finished by five years from the date of the by law.

- The city to have the right to acquire the line from the company at any time within five years by paying to the company the full cost of construction and equipment together with a bonus of 10 percent on same and also an amount of interest on the original expenditure, which would be sufficient to realize to the company, without adding on the net earning of the road, 10 per cent per annum.

The company to be relieved from the cost and responsibility of maintaining the streets along the lines of track, and in return for this to pay to the city the following amounts per mile, single track, per annum: \$300 per mile for the first five years, \$500 for the second five years, \$600 per mile for the balance of the charter.

In the event of an amalgamation with, or purchase of the present Street Railway company, the condition imposed upon the new Street Railway company to apply to the old one also, subject to this agreement.

- There shall be only one rate charged between any two of the company's lines. The company shall be required to run workmen's cars between certain hours morning and evening. The cars shall run at hours not exceeding fifteen minutes each way on the main line and at intervals not exceeding 20 minutes on the rest of the line.

- In the event of the city deciding to purchase the road it shall have the right to inspect the company's books as may be arranged.

- The track to be located on the streets as directed by the corporation, and the kind of rails to be used to be satisfactory to the corporation.

More.

**Thursday 04/04/1889 Ottawa Free Press Metropolitan Street**

New proposition to city:

The main line extending from Lansdowne Park via Bank, Queen and Elgin streets to be completed in time for the Exhibition (September 1889), and balance of main line to the Protestant Hospital to be completed within the present year, Dalhousie street branch and Albert street (if found practicable, and not some other route to be agreed upon) to C.P.R. (Richmond Road) during 1890, and the company shall have five years to complete the remaining portion of the road covered by their application.

City to have the right to acquire at any time within two years on payment of ten percent bonus on outlay, and an amount for interest thereon, to release (should be realized - was corrected in next day's edition) to the company without adding to the net earnings of the road 7 per cent per annum.

More

**Thursday 04/04/1889 Ottawa Citizen Metropolitan Street**

Company replied to the Street Railway Committee. -- they cannot build a line further than a double track to the Russell House from the Exhibition Grounds by

September, as it would take fully three months to get the rails either from England or Belgium,

The company further announces their intention to run cars by electricity during the summer season.

**Friday 05/04/1889 Ottawa Citizen Metropolitan Street**

Company have submitted a new offer to the city.

Main line extending from Lansdowne Park via Bank, Queen and Elgin streets, to be completed in time for the exhibition (September 1889) and balance of main line to Protestant Hospital to be completed within the present year.

Dalhousie street branch and Albert street (if found to be practicable, and if not some other route to be agreed upon) to C.P.R. (Richmond Road) during 1890,

and the company shall have five years in which to complete the remaining portion of the road covered by their application.--

Company shall not be bound to run sleighs or other vehicles during the winter of 1889-90.

More.

**Wednesday 10/04/1889 Ottawa Free Press Metropolitan Street**

Meeting of Street Railway Committee--

electricity should not be allowed on the streets because it would drive off all horse traffic--

Decided to submit a revised proposition.

**Saturday 13/04/1889 Ottawa Citizen Metropolitan Street**

Street Railway Committee met last night - considered the offer and decided to advertise in Montreal, Toronto and Ottawa papers.

**Wednesday 08/05/1889 Ottawa Free Press Metropolitan Street**

The Street Railway Committee met last night and decided to advertise for another week in the Ottawa papers for tenders --

**Friday 17/05/1889 Ottawa Citizen Metropolitan Street**

In answer to the advertisement of the Street Railway Committee, Mr. H.N. Bates has renewed his offer made some time ago for the construction of the proposed line.

*Thursday 10/04/1890 Ottawa Free Press Metropolitan Street*

Street railway committee meeting - full account. Offers from American companies.

*Wednesday 03/04/1899 Ottawa Citizen Metropolitan Street*

Street railway committee met with Messrs. Benjamin Batson, Arthur Seybold, Joseph Kavanagh, Gerald Bate and G.W. McCulloch. --submitted terms--

Line of railway from Protestant Hospital up Rideau and Wellington to Elgin or Bank (to be double tracked), down Elgin to Exhibition Grounds, this main line to be completed and equipped by September next. Branch lines along Slater street to Richmond road in Upper Town and down Cumberland, King or Dalhousie in Lower Town to be completed and equipped by September 1890. -- the company to provide for necessary crossings if horses are used but if the cars were to be run by electricity the city to assume the costs. --

Provision to be made for a line of workmen's cars. More. Too expensive for the city which was waiting for another offer from Toronto