

# Local Railway Items from Area Papers - Ontario and Quebec Bridge Company

*23/11/1897 Ottawa Citizen*

*Hull Electric*

*Ontario and Quebec Bridge*

Mr. Frank Hibbard, engineer, has completed his survey for the proposed bridge across the Ottawa river at the foot of Bank street to Hull. The Hull Electric Railway and several Ottawa capitalists are interested in the scheme. It is intended to build the bridge as a commercial enterprise. Tolls will be collected from cars and vehicles. It will be a high level cantilever bridge, fifty feet in width, with double tracks for railway purposes, two driveways and two walks for pedestrians. According to present intentions, the bridge will be built next summer.

*08/03/1898 Ottawa Citizen*

*Ottawa Terminal*

*Ontario and Quebec Bridge*

ONTARIO AND QUEBEC BRIDGE CO.

Sketch of Bridge proposed to be erected at the foot of Bank Street to Main Street, Hull.

The above bridge will cost \$250,000 and is being built entirely by private capital supplied by Ottawa citizens

No bonuses have been asked from either government or city,

When this bridge is completed the centre of Ottawa is in direct communication with the centre of Hull, making the distance less than half as at present between the two cities.

It will cross over Pine Tree Island which will give the main central support.

## BIG WRANGLE AT CITY COUNCIL

## OVER A LETTER OF THE ONTARIO AND QUEBEC BRIDGE CO.

The Company Asked the Approval of the City for Their Bridge Scheme - Strong Opposition Made to it - The Result

Unexpected opposition was offered the city council last night to the application of the Ontario and Quebec Bridge Company for the good will of the city in their endeavor to secure a charter to build a bridge across the Ottawa river from Hull to Ottawa.

The application came in the form of a letter from Perkins & Fraser, solicitors for the company. The letter asked simply that the council would place itself upon record as favoring the building of the bridge and by resolution so inform the railway committee of the House of Commons.

Ald. Cluff moved, that the council express its approval of the scheme, and that the mayor, Ald. Morris, Jas. Davidson, Stroud, Cluff, Enright and the city solicitor be a committee to wait upon the railway committee of the House of Commons, and express the city's approval of the scheme.

Ald. J.C. Enright was the seconder.

Ald. Cluff in making his motion said he did so because, he fully believed the more bridges the city could get the better, so long as it was not going to cost the city anything. He thought the least the council could do would be to express its sympathy with this scheme.

Leader of the Opposition.

Ald. Roger was the leader of the opposition. He wanted more information about the scheme. On the face of it the request appeared fair and harmless, but the city was interested in the Nepean Point bridge, and it might be that the charter in this case was being asked as a sort of threat in order that the Hull Electric Railway Company might get desirable terms to cross the Nepean Point bridge.

Cries of "Oh, no; not at all."

Ald. Roger "Well. It appears to me a strange thing to think of a company being anxious to build a toll bridge between two free bridges. I think this letter should be referred to the railway committee."

Ald. Grant "What tolls will be charged on this bridge?"

Ald. Cluff - "That is a matter which is regulated by the railway committee of the Privy Council. At any rate, the Nepean Point bridge will be free."

Ald. Donaldson - "I will not allow any one to go to the government to represent my views on this question because I know nothing of it I want a full explanation and a little time to consider the matter."

Ald. Morris asked that Mr. Fraser, who was present be heard. This was granted.

The Request of the Company.

Mr. A.W. Fraser stated that the bridge proposed would have double tracks in the centre, a double carriage way on each side of the rails, and a double foot passenger way. The object of coming to the council was to get its approval and thus assist the company in getting its charter granted this session. There was no money asked. The company would spend its own money. The bill had now been read a first and second time, and on Wednesday of this week it would come before the railway committee and that committee would likely ask: Does Ottawa and Hull approve of the scheme. He wanted to be prepared to give an answer. The bridge was in no way antagonistic to the Nepean Point bridge.

Ald. Grant wanted to know what tolls would be charged, and what laborers would be employed.

Ald. Campbell suggested that Ald. Grant might issue orders for some Germans in St George's ward.

Mr. Frazer "The company expect their source of revenue to be from running privileges paid by the Ottawa and Hull electric railways."

The Position of Hull.

Ald. Stroud - "Is Hull in favor of it?" Mr. Frazer "Yes, I think that Hull council will so express itself to-night and also Ottawa county."

Ald. Donaldson - "Is it the Hull company that is at the bottom of it?"

Mr. Fraser - "Some of the shareholders in this company are shareholders in the Hull company. Messrs. T. Lindsay, C. Bryson, C. Ross and others are not"

Ald. Campbell gave Ald. Roger and Donaldson a knock when he accused them of representing the ward that was constantly hindering everything in the interests of this city

Ald. White- if there is nothing in this request what is the rush?

Ald. Morris "It ill becomes gentlemen to oppose this request when they would vote \$150,000 of the money of the city to build a bridge not as good."

Ald. Roger - "It ill becomes a shareholder in the bridge company to so strongly urge its interests."

Ald. Cluff (dryly) "Or partner in the Canadian Granite Company either."

Ald. Poulln feared that perhaps when the bridge company desired to do away with tolls the city would then have to pay.

Give Upper Town a Show.

Ald. James Davidson asked that since Lower town was to have a bridge that Upper town men be given a chance also.

The motion naming this committee was not allowed to pass without three divisions.

Ald. Durocher and Donaldson moved that the letter be referred to the city railway committee.

Yeas - Donaldson, Durocher, Lapointe, Payment, Poulln, Roger and White.- 7.

Nays - Black, Butler, Campbell, Cluff, Davidson, R. J. Davidson, James, Davis, Enright, Foster, Grant, Hastey, Hewlett, Masson, Morris, Slinn and Stroud. - 16.

Ald. Grant at once moved that the railway committee of the House of Commons be asked to provide that the lowest tolls possible be charged, and that in case the tolls are rebated in future, no expense shall be involved by the city. Ald. Poulln seconded this motion.

Yeas - Grant, Payment, Poulln, Roger and White. 5.

The other members of the council voted nay.

The name of Ald. Morris was then changed to that of Ald. Black and the main motion of Ald. Cluff put and carried.

Yeas Black, Butler, Campbell, Cluff, Davidson, R.J. Davidson, Jas. Davis, Enright, Foster, Grant, Hastey, Hewlett, Masson, Morris and Stroud. - 15.

Nays.- Donaldson, Durocher, Lapointe, Payment, Poulln, Roger, Slinn and White.

The Council of the Board of Trade last night unanimously endorsed the scheme of the Ontario and Quebec Bridge Company to build the Bank street bridge across the Ottawa river.

Mayor Bingham has issued a proclamation for a public meeting in the City Hall for Wednesday evening next. This was done at the request of a number of citizens who wish to hear the proposed Ontario and Quebec bridge scheme discussed. In consequence of this meeting, the Board of Works will meet on Wednesday afternoon, instead of in the evening as intended.

CYCLISTS TO CROSS FREE

On the Proposed Interprovincial Bridge Between Bank St. and Hull

The Ontario and Quebec Bridge Company's proposed bridge across the Ottawa at the foot of Bank street will be free of toll to all bicyclists. Ald. Morris has been working for several days with the promoters of the bridge to secure their consent to this concession and has been successful. This is a concession that will be much appreciated by bicycle riders in Ottawa. The road across the existing bridges past Booth's and Eddy's mills through street cars and hundreds of waggons has always been the most unpleasant portion of the favorite ride to Aylmer. The new bridge, besides affording a safer road to Hull, will give an excellent view up and down the river, and will greatly enhance the pleasure of a bicycle ride to Aylmer or Chelsea. The provision giving bicycle riders free use of the bridge will be incorporated in the charter which the company is asking for from the government

IN FAVOR. OF BANK ST. BRIDGE

THE MEETING IN THE CITY HALL LAST NIGHT

ex-Mayor Birkett, W.J. Poupore, M.P., Jos. Kavanagh, Sir James Grant and Other Citizens Speak

If the public meeting in the City Hall last night is any criterion of the feeling of the citizens of Ottawa regarding the building of the Bank street bridge then assuredly the city is strongly in favor of the bridge.

Men like Ex-Mayor Birkett, W. Poupore, M.P., A. W. Fraser, Jos. Kavanagh, Ald. Cluff, Ex-Ald. Lewis, Ex-Ald. Cook, C.R. Cunningham, Andrew Holland and others spoke strongly in favor of the building of the bridge.

Mayor Bingham took the chair at 8.15 and read the requisition to him asking that the public meeting be called. He then called upon the meeting to appoint a chairman and the Mayor himself was unanimously chosen. Mr. T. Arthur Beament was appointed secretary.

Prominent ratepayers noticed in the hall were:

(list omitted)

Speaking Begins.

Senator Clemow was called for but he refused to speak because, he said, he would have, in all probability, a duty to perform when the bill came before Parliament and the Senate

Mr. A. W. Fraser, solicitor for the Ontario and Quebec Bridge Company was the introductory speaker. He read the bill that is now before the House. He explained that the estimated cost of the bridge was \$250,000, not one cent of which was anything but private capital. (Cheers and applause.) The bridge would have two piers. One near Pine Island and the other near the Hull shore. Navigation would in no way be interfered with. The bridge would be similar to one over the Kootenay River for which a charter was recently granted.

Mr. Fraser - "There has been considerable talk about the tolls on the bridge. I am at liberty to say that no toll whatever will be charged to foot passengers or bicyclists. (Great applause.) The other tolls must be approved of by the railway committee of the Privy Council.

Not an Opposition Bridge.

As to the statement circulated that this bridge was in opposition to the Nepean Point bridge Mr. Fraser flatly denied it. It could not be in opposition because the Bank street bridge would be a toll bridge and the Nepean Point bridge would be a free bridge. The bridge would be in course of construction immediately after the charter was granted.

Mr. McLeod Stewart desired to submit a question. He wanted to know how high this bridge would be above the high water level?

Mr. Fraser "I cannot say at present. That is a matter for the railway committee to settle."

Mr. Stewart "Well, you have published a cut of this bridge, and it is 32 feet high."

Mr. Fraser- "That is simply a cut to show the design of the structure. The height is a matter to be settled later."

Mr. Jos. Kavanagh was speaker No. 2. He gave the scheme his heartiest support and said every citizen should do the same. (Applause). He supported it because there was an expenditure of \$250,000 in the city, there was no bonus asked and the Ottawa Board of Trade had favored the scheme. The present Chaudiere road was entirely inadequate. The new way was much needed, and the promoters should be encouraged. The western part of the city had done everything in its power for the Nepean Point bridge and the eastern part of the city should now assist this scheme. (Applause.)

Mr. Holland Explains His Position.

It was Mr. Andrew Holland who had seconded the resolution, passed by the Board of Trade, and he wanted to give his reasons for so doing.

Mr. Holland stated that when he seconded the Board of Trade resolution he did so because he believed the scheme proposed was a fair and open one. He hoped now that it was, but he had heard that the charter was asked in order that it might be held as a threat over the Interprovincial bridge and better terms secured. It was also stated that the Hull Bridge company intended to get this charter, enter Ottawa and then use the tracks of the Ottawa Electric Railway Co. If these statements were true, he would ask to have his name withdrawn from the resolution. Mr. Holland said he would like to hear what those opposed to the bridge had to say.

Pontiac's M. P.

Mr. W.J. Poupore, M. P. for Pontiac, was then asked to speak. He spoke strongly in favor of the bridge. He said it was never intended that any rights of any one should be invaded. All the Hull company desired was to land their passengers in Ottawa, and he did not think [sic] any one had a right to build a fence around the capital of Canada and keep anybody out (Applause.)

When this matter was up in the House last year, the very men who are now opposing this scheme had said: "Build a bridge of your own, and we have no objections whatever to offer to your coming into Ottawa." The bridge was not for the Hull company, but for the people, and no vested rights would or could be interfered with.

Mr. Poupore - "Mr. J.W. McRae told me that he had told the Ottawa city members that he had no objections to a charter being granted. Both bridges are a necessity, and we must have them." (Applause.)

Ex-Mayor Birkett stated that he had heard no voice in Lower town against the bridge, and as far as he was concerned he would permit no individual or private interests to interfere with the progress of Ottawa

A Resolution Submitted.

Mr. Birkett was warmly applauded when he read the following resolution, seconded by Jos. Kavanagh:

"That this public meeting, called by the Mayor of Ottawa, in response to a lengthy signed requisition, for the purpose of discussing the subject of the Quebec and Ontario Bridge charter, hereby resolve.

"That this meeting heartily approve of the project of the Ontario and Quebec bridge as located, and believe that when completed it will be a benefit to both Hull and Ottawa by providing access to the business portions of each city, affording as it will the most direct means of communication, and relieving, the present congested traffic over the Union bridge.

Toll Bridge vs. Free Bridge

"Situated as it will be, mid-way between the present bridge and the Nepean Point bridge, it will not compete in any way with either of these bridges as to tolls as both are free.

"As the promoters propose to expend their own money and ask for no bonus from either government or municipalities, this meeting desires to urge on the railway committee the desirability of granting the charter applied for, at the earliest possible moment in order to secure the construction of the bridge during this season."

Speeches in favor of the bridge were also made by Ald. Cluff, C. S. Cunningham and Sir James Grant.

McLeod Stewart was in favor of the bridge if it was high enough (40 feet) above high water level.

Ex-Ald. Lewis was in favor of the scheme, but he wanted no perpetual tolls. He thought there should be a clause in the bill which would provide for the abolition of tolls if the city paid a certain amount of the cost of construction of the bridge.

Mr. Cook's Amendment.

Ex-Ald. Cook wanted a clause inserted in the bill to provide that no steam railways would be permitted to cross the bridge.

Mr. A. W. Fraser could not agree to this, and ex-Ald. Cook moved an amendment to the resolution stipulating that no steam railways be allowed to cross. Mr. A. Robertson seconded ex-Ald. Cook's resolution, but it was not carried.

The resolution was then carried.

A Committee Appointed.

Sir James Grant ex-Mayors Birkett and Cunningham. J. Kavanagh. W. H. Lewis, C Ross, H. H. Lang; C R. Taggart T..A. Beament and Wm. Arnold were then appointed a committee to present the resolution before the railway committee.

17/03/1898

Ottawa Citizen

Ottawa Terminal

Ontario and Quebec Bridge

THEY WILL ASK FOR THE BRIDGE

Ratepayers Endorse it at a Public Meeting

A COMMITTEE NAMED

To Assist in the Passage of the Ontario and Quebec Bridge Bill

With the exception of some suggested amendments, the meeting at the city hall last night in favor of the Bank Street and Hull Bridge schemes, was unanimous. The hall was crowded and Mayor Bingham presided, with Mr. T.A. Beament as secretary.

(long list of those present omitted)

Mr Fraser explains.

Mr. A.W. Fraser was the first speaker called on as the solicitor of the Ontario and Quebec Bridge Company. He said it was intended to construct a bridge from some point in Ottawa between Kent and Bank streets and thence to Hull. It would be a bridge costing from \$250,000 to \$300,000, and would be a double tracked bridge for railways and passengers. They would construct and maintain this bridge, on which they would charge tolls which would be submitted to and approved by the governor in council. They intended charging no toll for foot-passengers or for bicyclists.

(Applause.) No deviation could be made from the plans except by order of the governor-in-council. On a two-third vote of the shareholders the company may amalgamate with any company or may sell or lease. All railway may have equal rights in crossing the bridge. The capital stock would be \$250,000, with no call to exceed ten per cent., and the annual meeting to be held May 1, of each year. They asked for nine months to start work and two years to complete. The bill was drawn to follow those usually prepared and no extraordinary provisions had been asked for. It was as a matter of fact expected to complete the bridge inside of a year. They were infringing on no rights and interfering in no way with navigation.

Mr. McLeod Stewart asked how high the bridge would be over high water mark.

Mr Fraser said he was unable to say. It would be a high level bridge but the elevation must be settled by the railway committee.

Mr. Stewart remarked that the plan filed must show a level.

A Question of Advantages.

Mr. Joseph Kavanagh was the next speaker and he said the whole matter was a question of advantages to be gained. In looking over the scheme he certainly thought it was one that should be supported. There was first the spending of \$250,000, second, no bonuses were asked, and third, the tolls would be fair. He and Mr. Holland at the Board of Trade had supported the scheme. Some people had said he was opposed to the Nepean Point bridge, but he personally had supported it.

An Honest Scheme.

Mr. Andrew Holland said he had seconded Mr. Kavanagh's motion at the Board of Trade to support this scheme, as he considered it an honest and just one. Some people connected with the Ottawa Electric Railway company and Mr H.J. Beemer had made objections. Mr Beemer had asked him if he thought it likely that the Hull Electric Co. would build a \$350,000 bridge when they had been continually losing money. It was meant, Mr Beemer thought, to defeat the Nepean Point bridge scheme. The Ottawa Electric Railway Company said it meant that the Hull company would run cars into Ottawa in the near future. If the Electric Railway Company's and Mr. Beemer's objections were due to jealousy he had no sympathy for them. He would be one of the last to interfere with the prosperity of the Ottawa Electric Company, and if a reasonable objection could be shown he would withdraw from the scheme. (Applause.)

Mr. Poupore Explains.

Mr. W.J.Poupore, M.P. explained that the Hull Electric Co. had tried to land passengers in Ottawa last year, but could not do so. They did not ask to run through the city streets. There was some reason in the Ottawa companies objection to running over the Chaudiere bridge, as the Ottawa company had made improvements. The application on these grounds had been thrown out, but the committee almost unanimously agreed that if the Hull company built their own bridge they would support them. Mr. J.W. McRae president of the Ottawa Co., had told him that his company were not opposing the bill, but had asked Messrs. Hutchison and Belcourt to support it. The Nepean Point bridge was a necessity to connect the railway systems of Ontario and Quebec.

Ex-Mayor Birkett was next called and mentioned that he had advocated a bridge at this spot some years ago. The Nepean Point bridge he thought would be built beyond a doubt. Personally he would allow no interest, with or without the Ottawa Electric Railway Company, to interfere with the progress of the city. (Applause.) He wanted the men across the river to get easy access to the city.

A resolution in Support.

Mr. Birkett moved seconded by Mr. Joseph Kavanagh, a resolution heartily approving of the bridge as providing access to and from the two cities and being midway between the two free bridges, and that the meeting urged a speedy passage of the charter.

Mr. McLeod Stewart said his name had been connected with a protest against the Nepean Point bridge. He appeared on behalf of the Ottawa, Montreal and Georgian Bay canal, and for the passage of Her Majesty's gunboats he wanted a bridge 32 feet over high-water mark. He had cabled to the War Office on the subject, and had a reply cabled out that the bridge should be 40 feet over high-water mark. His company had prior claims, and he wanted to protect their rights as they had already spent \$75,000.

Ald. Cluff expressed himself as decidedly in favor of the bridge, and he was not prejudiced, as he had twice supported an extension of time for the Nepean Point bridge. Anything that benefited one portion of the city was a benefit to the whole city. The Ottawa Electric Railway Company had no reason to kick.

Mr. C.R. Cunningham remarked in his speech that the city could hold Mr Beemer hard to his contract.

Object to a Perpetual Charter.

Ex-Ald. Lewis said he wanted both bridges, and if possible a roof over high enough to let up the gun boats. It was the first time Ottawa was ever offered something for nothing and they should take it. He objected to a perpetual charter, and would like a provision that the city could buy the bridge at any time at the price fixed by the Privy Council.

Ex-Ald. Cook approved of Mr. Lewis's contention, and also took exception to the clause in the charter allowing steam railways to cross. The city had \$150,000 in the Nepean Point bridge, and the revenue derivable from steam railways should come to this bridge as necessary for maintenance.

Mr. A.W. Fraser said he could hardly recommend his company to exceed to these propositions

Ex-Ald. Cook moved, seconded by Mr. J.A. Robertson, that a clause be added to the original motion amending clause 3 in the bill by striking out the privilege to steam railways. This was defeated and the original motion was carried.

A Committee Appointed.

Sir James Grant said a few words advocating the bridge, and Ald. Masson and Campbell moved that a committee composed of Messrs. C.

Cunningham, T. Birkett, Sir James Grant, W.H. Lewis, C. Ross, T.A. Besment, Jos. Kavanagh, H. Lang, C.B. Taggart and W. Arnold, with power to add to their number, use their influence to assist in the passage of the bill.

This motion carried and the meeting adjourned after passing a vote of thanks to the Mayor.

ARE IN FAVOR OF BANK ST. BRIDGE  
 RETAIL MERCHANTS PASS A RESOLUTION  
 The Association Wants the Bridge from bank St. to Hull

The Retail Merchants Association are heartily in favor of the Ontario and Quebec bridge, as was shown at a well attended meeting of the association last evening.

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The association placed itself on record as being in favor of the Ontario and Quebec bridge, and the members will use their best efforts to further the scheme.

OPPOSITION

To a Charter for Bank Street Bridge

THE OTTAWA ELECTRIC RAILWAY MAKE A BIG KICK

The railway committee had the act to incorporate the Ontario and Quebec Bridge Company under consideration today. This bill is for the construction of the bridge between Hull and Ottawa at Bank street. There were a large number of Ottawa people present at the committee, some for and some against the bill. Among those who were present were : for the bill - Mayor Bingham, Ald. Cluff, Davidson, Black, City Solicitor McVeity, Sir James Grant, J. Cavanagh, W. Arnold, Dr. Scott, W.H. Lewis; against the bill - Warren Soper, Mr. Gormley, Mr. Chrysler, Mr. Ferguson, P. Wayland and A. McLean.

Mr. A.W. Fraser appeared in behalf of the bill. He fully explained it, and pointed out that it did not interfere in any way with invested rights. The bridge company did not ask any rights over streets in the city of Ottawa. The landing points both on this side and on the Hull side would not interfere with the streets of either city. The company did not propose to acquire any rights in the city of Ottawa. The bill he said, was endorsed by the city of Ottawa, by the Board of Trade of Ottawa, by the city council of Hull, and by a mass meeting of the citizens of Ottawa. There was at present a congestion of traffic on the present route to Hull. There was only to be one pier in the bridge, and it was to be near the Hull side in shallow water. He then went over the different clauses of the bill. The cost of the bridge was to be \$250,000.

Mr. A. Ferguson, Q.C. said that the company which was asking the right to build the bridge had now merely the rights to run an electric railway in the city of Hull. They wanted to get access to the city of Ottawa by legislation already and failed to do so, and now they incorporated themselves with certain other parties and wish to accomplish the object they had in view in another way. That was to cross by the erection of a new bridge. He opposed the bill in behalf of the Ottawa Electric Railway, and the Interprovincial bridge company. He gave a history of the interprovincial bridge showing the desirability that existed for the work, the difficulties they had to contend with, and how the granting of the present bill would interfere with their rights. The interprovincial bridge would cost \$350,000. The city of Ottawa gave a subsidy to the bridge as well as the Dominion and Provincial governments. Capitalists were being induced to put their capital in this work and it would be unjust to them to charter another company which is going to intervene with their invested rights.

Mr. Choquette - "How do you explain that the city council of Ottawa and the city council of Hull endorsed this scheme if it is not in their interests?" A Ridiculous Scheme.

Mr. Ferguson explained that any ridiculous scheme might be endorsed by public bodies. He however did not propose to let his rights to be decided by any public body. He went on to say that the Hull electric railway had no right to reach the city of Ottawa. They were prevented doing so by statute.

Mr. Lister - "They can come to the boundary of the city."

Mr. Ferguson - "That means the center of Ottawa river."

Mr. Lister - "The Ottawa electric railway not only goes to the boundary of the city of Hull, but into the city."

Mr. Ferguson said that the construction of the bridge would be to draw a source of revenue from the Interprovincial Bridge.

The Minister of Railways and Canals,

Mr. Blair showed that the interprovincial bridge could not collect tolls on foot passengers or vehicles or on passengers in cars according to their agreement with the city of Ottawa and upon the grounds on which the city gave the bonus.

Mr Ferguson admitted that this was the case, but that tolls could be charged on electric cars at the discretion of the city.

Mr. Lister asked Mr. Fraser if he would withdraw section 6, which provided that the company could unite with another company to sell or lease the bridge.

Mr. Fraser said that if that was the only objectionable clause he would agree to do so, but he did not want to go on expunging clause after clause thereby making the bill inoperative.

Another Opponent.

Mr. Hansen, of Montreal, who is financing (?) the interprovincial bridge scheme opposed the bill. He thought it would be bad faith for the committee to give the charter in face of having granted the interprovincial bridge charter.

Mr. J.A. Gemmill appeared in behalf of property owners at Bank street.

Mayor Bingham made a splendid speech in favor of the bill showing that the city was in favor of the project and that it was not often a company was willing to spend about \$300,000 in building a bridge to connect two provinces without a bonus from the cities concerned or a subsidy from the government.

Mr. Foster put in a word for those who had invested in the Nepean Point bridge.

Mr (illegible) showed that the committee of parliament could not be guided by considerations of that kind and when a charter was granted to one concern the committee was not prevented from giving a similar charter to another company. Parliament always had kept itself free in the past to do this.

After some remarks (?) from Mr. Louis Davies as the whig (?) tells the Nepean Point bridge were entitled to charge under their charter, the law not being very clear on this point, Sir Adolfe Caron moved that the consideration of the bill be adjourned until this matter had been looked into by the law officers of the Crown. The motion was carried.

The Ontario and Quebec bridge bill has been re-printed with the amendments agreed to by counsel before the Railway Committee last week.

BILL WAS NOT REACHED.

Ontario Bridge Company's Application Does Over for a Week.

It was expected that the application for a charter incorporating the Ontario and Quebec Bridge Co. would be dealt with by the Railway Committee of the House of Commons at its meeting to-day, but the entire morning was occupied in discussing the charter for the purpose of giving the Northern road entrance into the Kootenay mining region along the valley of the Kettle river. The application of the bridge company will be taken up again at the next meeting of the committee, to be held on Tuesday, 5th prox.

## THE BANK STREET BRIDGE.

Unless stronger arguments are produced than have already been published there is no sufficient reason why the Railway Committee of the Commons should refuse to grant a charter to the Ontario and Quebec Bridge Company. Nevertheless, it is rumored that so determined a lobby has been put up by the Ottawa Street Railway Company, the Ottawa and Gatineau Valley, and the Pontiac, Pacific Junction railways that there is some danger that the bill may be rejected in committee.

So far as this city is concerned, there is a general demand that the application of the Ontario and Quebec Bridge Company be granted. The City Council, the Board of Trade and the Retail Merchants' Association have declared in favor of it. A public meeting, called for the purpose of discussing the subject, passed a favorable resolution also. The city of Hull desires it, and we believe that every municipality which will be affected by it, desires that the company be granted, the required incorporation. There is no agitation against it except from the corporations named, whose business may be affected by the construction of the bridge. It is significant, too, that, if there are any public reasons why incorporation should be withheld from the Ontario and Quebec Bridge Company, those who oppose it have shown no disposition to make those reasons known to the public. Perhaps the people see only one side of the case, and their desire to have the bridge built may be born of their ignorance of all the circumstances relating thereto, but, if so, they can not be blamed for acting according to the light given them. This company asks nothing of us that costs money. It simply asks to be accorded the privilege to spend \$300,000 in building a bridge across the Ottawa river, making access to this city more convenient for the people of Hull and adjacent country, and egress from this city more convenient for the people of Ottawa. It not only asks no bonus of this city but it asks no bonus of the city of Hull, no bonus of the Quebec or Ontario legislature, no bonus of the Dominion government is so novel proposition that the people of the municipalities in question may be pardoned for being attracted by its novelty, if by nothing more substantial. Inasmuch as it will be built by private capital it will, to some extent, be a toll-road, but the company has made its proposition all the more attractive by providing that pedestrians and cyclists shall have the freedom of the bridge.

It is argued that the bridge, when constructed, will draw from the revenues of the Interprovincial bridge, in which the city has considerable financial interest. To meet this objection the O. and Q. B. Co. was understood to have submitted to an amendment in its bill, restricting the use of the bridge to electric railways. This change, moreover, appears in the bill as reprinted in amended form. This objection removed, it cannot be fairly claimed that the new bridge will seriously interfere with the earning powers of the Interprovincial bridge. It is hoped that the members of the Railway Committee will not permit themselves to be lobbied into opposing the granting of this charter.

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Ald. Morris has submitted the following queries to the mayor :

Query No. 1. Is it true that Mr. Beemer and his council [sic] appeared before the railway committee of the House of Commons and opposed the application of the Ontario and Quebec Bridge Co. for a charter upon the ground that the construction of that bridge would injure the Interprovincial bridge by diminishing the revenue to be derived from tolls to be charged street cars using the highway portion of the Interprovincial bridge?

Query No. 2. Is it not a fact that Mr. Beemer's companies agreed with the corporation that in consideration of being granted a bonus of \$150,000 the highway portion of the Interprovincial bridge should be absolutely free to foot passengers, vehicles and street cars for all time?

Ald. Morris will move a resolution in reference to this matter that will mean that Mr. Beemer will be held strictly to the letter of his contract with the city.

05/04/1898 *Ottawa Citizen**Ottawa Terminal**Ontario and Quebec Bridge*

## THE BANK STREET BRIDGE.

To-day the application of the Ontario and Quebec Bridge Co. for a charter to construct a bridge across the Ottawa river, between Bank and Kent Streets in the city of Ottawa and some point in the city of Hull, comes before the Railway Committee of the House of Commons. Active efforts are being made by interested opponents of the project to prevent the granting of the charter and it is just possible that these efforts may be successful. A quiet but persistent lobby is very frequently more effective than public meetings and numerous petitions. The interests that are opposing the incorporation of the Ontario and Quebec Bridge Company are quite within their rights in using every legitimate means to effect their purpose. They believe it to be to their advantage to defeat this project, and we therefore do not assail their right to oppose it. But the people of Ottawa and Hull, and of neighboring municipalities have excellent reasons to believe that public interests would be served by the building of this bridge. It is not going to cost them anything ; it will give convenient access to the Capital from Hull, and to Hull from the Capital; it means the expenditure of over a quarter of a million dollars of private capital. There are many public reasons why the bridge should be built; there are no public reasons why it should not.

When last year the Hull Electric Railway Co. asked permission to use the Chaudiere bridge, the Railway Committee refused it because the bridge was too narrow and too much congested as it was, and several members said, " let the Hull Electric railway people build a bridge of their own."

They have acted on the hint. They ask only the necessary charter; they ask no subsidies whatever ; they offer to make the use of the bridge free to pedestrians and cyclists; and, that they may not interfere with the earning powers of the interprovincial bridge, they have agreed that their bridge shall not be used for the passage of steam cars. Is there any possible reason, therefore, why their application should be rejected ?

The people who favor the building of this bridge may not be as active in lobbying for the granting of the required charter as its opponents are in lobbying against it. but they have a right to expect that the Railway Committee will give its first care to the furtherance of public interests.

05/04/1898 *Ottawa Citizen**Ottawa Terminal**Ontario and Quebec Bridge*

## ONTARIO-QUEBEC BRIDGE.

The Consideration of the Bill Again Deferred.

The question of granting a charter to the Ontario and Quebec Bridge Co. was again further postponed at the meeting this morning of the Railway Committee of the House of Commons. On the opening of the committee Hon. Mr. Blair suggested that the consideration of the bill should be postponed to the next session of the committee in order that an interpretation of the agreement between the city and H.J. Beemer for the construction of the Nepean Point bridge might be obtained. W.F. Maclean suggested that the agreement should be printed for circulation among the members of the committee. On the motion of D.C. Fraser, Guysboro', discussion on the bill was adjourned to Thursday week. when it will be given first place on the order paper. The agreement between the city and H.J. Beemer was also ordered to be printed.

## THE BRIDGING OF THE OTTAWA

O. &amp; Q. BRIDGE CO'S. APPLICATION LEFT OVER ANOTHER WEEK :

By the Railway Committee This Forenoon - Hon. Mr. Blair and Other Members Want Information

The bill of the Ontario and Quebec Bridge Company which was down for consideration at the railway committee of the House of Commons to-day was adjourned until a week from Thursday next .

Mr. A.W. Fraser, counsel for the company, Mayor Bingham and those who are promoting the bridge which is intended to cross the Ottawa River at Bank street as well as Mr. A. Ferguson, counsel for the opponents of the bill, along with Ex-Mayor McDougall, H.J. Beemer, Warren Y. Soper and others were present at the committee when the bill was called.

Mr. Blair asked that the bill be postponed until .the next meeting as he was not satisfied as yet as to the exact meaning of the contract between the city and the Nepean Point Bridge Company. He was going to get the law officers of the Crown to look over the matter with him.

Mr. MacLean - "And if the city has a contract with another company, would that prevent this Parliament from giving a charter to this company?"  
A Reason for Refusing.

Mr. Blair - "It might be a good reason for refusing it this year. We want to see what the contract actually means."

Mr. Sproule - "I thought the question was submitted to the minister of Justice"

Mr. Powell - "I would suggest that the contract be printed and circulated among the members. I would not like to take another man's opinion on a legal question."

Mr. MacLean - "There are man here who are prepared to discuss what the contract means for themselves.?"

Mr. Blair - "I don't suppose there could be any objection to that, but there would not be much profit in a discussion which could not possibly lead to final action.

The bill was therefore postponed until the next meeting. :

*12/04/1898 Ottawa Citizen**Ottawa Terminal**Ontario and Quebec Bridge*

They Want it in Hull

Hull Despatch

On Thursday next the Ontario and Quebec Bridge Company's bill will again come before the Railway Committee. This bridge means a great deal to Hull. It is the most desirable of the three, and will not cost the city one cent. We hope Mr. Champagne, M.P., will make a determined effort to secure the passage of the bill, and that he will be backed up by a large delegation from both cities.

*14/04/1898 Ottawa Citizen**Ottawa Terminal**Ontario and Quebec Bridge*

BRIDGE BILL KILLED.

Vote in the Railway Committee 60 to 35 - Ottawa Members Absent

The Ontario Bridge Company's bill asking for a charter to construct a bridge over the Ottawa river from Hull to the foot of Bank street, was killed by the Railway Committee of the House this morning. The division was 60 to 35. Messrs.Hutchison and Belcourt were absent from the meeting. The ground on which the majority voted against the bill was that the proposed new bridge would compete with the interprovincial bridge now in course of erection. Hon. Mr. Fitzpatrick took this stand, being of the opinion that notwithstanding their agreement with the city the Interprovincial Company had the power to charge electric railways for the use of the bridge.



**BANK STREET BRIDGE DEFEATED****BILL THROWN OUT BY THE COMMITTEE THIS FORENOON**

It was Considered to be Antagonistic to the Interprovincial Bridge Scheme  
Hence Its Rejection

The railway committee defeated the bill for a bridge over the Ottawa river at the foot of Bank street by a rote ot 35 to 60 to-day.

Mr. Lash, Q.C., was heard in the interests of the bill. He said that the applicants wanted a charter to build, a bridge across the Ottawa river between Bank street and Hull. All the municipalities interested and the people generally were in favor of the bridge. The company wanted no subsidy from the Dominion, all that they wanted was a charter.

The opposition to the bridge came from the Interprovincial Bridge Company. The only real objection, which the Interprovincial Bridge Company could take against the construction of the new bridge was that a competition was to ensue between it and the Nepean Point bridge. Now the Bank street bridge was not going to carry steam cars, which the other was. The new bridge was to carry foot passengers and bicyclists with their wheels free. A toll was to be charged on vehicles and cars. From the report of the city council, granting \$150,000 bonus to the Nepean Point bridge, he showed that the company were bound to carry street cars free, so that there could be no competition with the new bridge in this respect. This report was modified by the agreement granting teh bonus afterwards by the, words that the cars were to be run on such terms as city council might determine. The present city council of Ottawa had looked into this matter and passed a resolution stating that no bonus would ever hare been given by the city of Ottawa if it was understood that tolls would be collected on cars, vehicles and passengers. Mr. Beemer nerer pretended to say that he intended to collect tolls for this purpose. That being the case, there could be no competition between the two bridges

Mr. Sproule wanted to know if it were not possible that this company is asking for a charter merely for the purpose of keeping back the construction of the Nepean Point bridge or to sell out to them. That was a matter which would help to assist the committee if it were explained.

Able to do It.

Mr. Poupore - I will explain' that at once. Everybody who knows the men who are applying for this charter know very well that they are well able to carry out the work, having funds of their own to do so. The men who are supporting the Nepean Point bridge would not say anything to the contrary. If he thought that the new bridge was going to kill the Interprovincial one, he would not vote for it. There are parties who are interested in both concerns. When ths Hull Electric Railway wanted to oome into Ottawa lasti year the members of the committee said that they should build a bridge of their own. Now that this was agout [sic] to be done, it would not be fair to oppose the project.

Mr. Blair - "Would it not interfere with the financing of the Nepean Point bridge."

Mr. Poupore "They have got over \$300,000 in bonuses, and if they are not able to get ths balance then he knew of men who would be willing to take a hold of it and get the funds in 24 hours.

Sir Charles' Support

Sir Charles Tupper said that he supported the Nepean Point bridge when in office. Now he was out of office and he would continue to do so. He would keep his pledge. The present government was also pledged to the Interprovincial bridge. It would not be in the general interests to give a charter on the grounds of competition to kill off another enterprise."

Mr. Poupore - "The granting of the charter will not take away anything from the Nepean Point bridge.

Mr. Beemer said that it was never intended to carry street cars free over his bridge. Tolls would be charged.

Sir Adolphe Caron asked tor the opinion of the law officers of the crown.

Mr. Fitzpatrick said that the law officers of the Crown had no opinion as such. He, however, had an opinion of his own. He gave this opinion which was in opposition to the Bank Street, bridge and in favor of the Nepean Point bridge.

The Vote.

The vote on the preamble was then taken and resulted as follows:

(details omitted)

Yeas - 35

Nays - 60

The bill; was therefore defeated

15/04/1898 *Montreal Star**Ottawa Terminal**Ontario and Quebec Bridge***NO BRIDGE**

Railway Committee Throws Out Ontario and Quebec Bridge Bill  
(Special to the Star)

OTTAWA April 15 - In the Railway Committee yesterday the bill to incorporate the Ontario end Quebec Bridge Company was defeated by a vote of 35 to 61 The proponed company asked power to bridge the Ottawa River from the foot of Bank street Ottawa to Ottawa street in Hull. The promoters were the Hull Electric Railway whose line extends to Aylmer Que. where it connects with the Pontiac aud Pacific Railway These lines have no entrance into Ottawa and were trying to secure such by means of the bridge for which they did not ask for one dollar of subsidy The friends of the bill were very indignant at the action of the committee.

20/04/1898 *Lanark Era**Ottawa Terminal**Ontario and Quebec Bridge*

In the railway committee on Thursday the bill to incorporate the Ontario and Quebec bridge company was defeated by a vote of 35 to 61. The proposed company asked power to bridge the Ottawa river from the foot of Bank St., Ottawa, to OIttawa St., in Hull. The promoters were the Hull Electric railway, whose line extends to Aylmer, Que., where it connects with the Pontiac and Pacific railway. These lines have no entrance into Ottawa, and were trying to secure such by means of the bridge.

13/08/1910 *Ottawa Journal**Other**Quebec and Blanche River*

A general meeting of the shareholders of the Quebec and Blanche River Railway will be held at 150 Middle Street Ottawa on September 7th to elect directors and consider reports. Mr. Levi Crannell is secretary treasurer.

07/09/1927 *Ottawa Journal**Quebec*

Royal train came to rest in Quebec today. Journey home on Empress of Scotland.