

# Local Railway Items from Area Papers - Ottawa Suburban Railway

**10/12/1898      *Ottawa Free Press***

***Ottawa Suburban***

Reference to the Canada Gazette, proposed charter for a railway by steam or electricity from Ottawa to Meach's Lake, by way of Kingsmere; also to construct branches to Hog's Back, Graham Bay, Aylmer and Hull. More.

**10/12/1898      *Ottawa Citizen***

***Ottawa Suburban***

A BIG SCHEME

To Connect City With Summer Resorts by Trolley

RIVER TO BE BRIDGED

A Company of Local capitalists Will Apply to Parliament For Incorporation

The city of Ottawa and its suburbs will soon be connected with a new line of electric railway if an application to be made at the next session of the Dominion parliament receives a favorable consideration.

The new company, which will be known as the Ottawa Suburban Railway and Bridge company, is composed of several of the wealthiest capitalists in Ottawa and elsewhere, and will have a capital account of \$500,000. The names of the prominent promoters of the company cannot be obtained.

At the ensuing session of Parliament Mr. Geo. E. Kidd, acting for the new company, will apply for a charter incorporating a company to construct and operate a railway or tramway, operated by steam, electricity or other motive power, from the city of Ottawa through the township of Nepean, in the province of Ontario by Kingsmere to Meach's Lake, in the district of Ottawa, in the province of Quebec; also to construct and operate branches of the said railway or tramway to Hog's back and Graham's Bay in the said township of Nepean and the Town of Aylmer and the city of Hull in the said District of Ottawa; also to construct a railway, foot passenger and vehicular bridge across the Ottawa river from the said township of Nepean to the township of Hull, in the said district of Ottawa, at or near the Remoux Rapids, in the township of Nepean, and to collect tolls thereon subject to the approval of the Governor-in-Council, and for other purposes."

The new line when constructed will be the means of affording direct connection with some of the most desirable summer resorts in the vicinity of Ottawa, while the three islands situated in the Ottawa river at the Remoux Rapids are ideally situated for park purposes. The line will start from a point in the city, providing the government consents to expropriate an avenue for its construction to the experimental farm, then to Skead's Mills, crossing the river at Remoux Rapids, and extending to Meach's by Kingsmere. If a charter is granted the work of construction will be commenced early in the spring and rushed to completion. The enterprise is one of the largest ever started in Ottawa and if accomplished successfully will be a most important step in the direction of developing the suburban points of the city.

**02/03/1899      *Ottawa Citizen***

***Ottawa Suburban***

TO BUILD NEXT SPRING

Ottawa Suburban Railway Co. Will Begin Operations if Charter is Obtained.

If the Ottawa Suburban Electric company, of which Mr. Geo. E. Kidd is solicitor, secures a charter from parliament at the ensuing session, it is expected that work on the line will be commenced during the summer at as early a date as the necessary arrangements can be made. The company has a strong financial backing and the work when commenced will be rushed to completion. It is proposed that the line shall run on the Richmond road as far as Skead's Mills, crossing the river near the Remoux rapids to Windermere, near Chelsea. The road will also be extended from the Experimental Farm into the city, probably by way of Centre street and along the canal to the city post office. The company has had extensive plans prepared and will be ready to commence operations soon after their charter is granted..

**13/05/1899      *Ottawa Journal***

***Ottawa Suburban***

Mr. Morrison introduced a bill to incorporate the Ottawa Suburban Railway Company.

CHINESE WALL SAYS AN M.P.

IS WHAT THE O.E.R. WANTS AROUND OTTAWA

Opposition by the City Street Railway Committee to a New Suburban Electric Line

The Ottawa Suburban Railway bill came up at the railway committee to-day. There was a very small attendance and the business was carried on in a quiet and conversational style. The incorporators are F.A. Heney, R.H. Cowley, Geo. Kidd, Geo. C. Holland, all of Ottawa; Donald McGillivray, Vancouver, and Geo. H. Leeson, Calgary. The head office is to be in Ottawa, and the capital stock is placed at \$1,000,000.

What the company asked to-day was to construct and operate a railway from a point in or near Ottawa, through the township of Nepean to the Ottawa river at or near the Remoux Rapids, and thence by a bridge over the Ottawa river to the township of Hull, in the province of Quebec, and thence to King'smere, Meach's Lake, and Chelsea, all in the said township; and also to lay out, construct and operate branches to this city of Hull, and to Hog's Back and Graham's Bay, in the said township of Nepean.

Ottawa Electric Opposes.

Mr. A. Ferguson, Q.C., appeared in opposition to the bill in the interests of the Ottawa Electric Street Railway, and Geo. E. Kidd was present in favor of the bill.

Mr. Ferguson said that the company might operate a tramway in the city of Ottawa and interfere with the rights of the Electric Street Railway. The Ottawa Electric Co. had a contract with the city council giving it exclusive control of street cars in the Capital, and the bill would very seriously interfere with their rights. The government had also given this railway power to run to Bell's Corners, and this bill would also interfere with their rights in that direction. There was no necessity for a railway of this kind on the Ontario side.

Mr. Cochrane said that the Ottawa Electric Railway had got power to operate exclusively in the city and now they wanted to get the same privileges for the surrounding territory. They did not want a line to Hog's Back and they opposed a road to Bell's Corners.

Mr. Ferguson argued that the Ottawa Company had power to build in these directions and parliament did not generally give two charters over the same territory.

Sir Charles Tupper spoke in favor of Ottawa Electric Railway.

"No Chinese Wall."

Mr. Cochrane did not see that the Ottawa Company should be privileged to build a Chinese wall around the city and prevent for all time to come any other road from entering the city. Mr. Ferguson suggested an amendment not only to shut the new company out of the city but also to prevent it getting access to the city.

Mr. Blair would not like to do any thing that would interfere with the existing road, but he would ask if it was fair to shut out for all time to come such suburban roads as might wish to touch the city. The city ought to have the privilege which the roads afforded. He suggested an amendment granting the new company entrance to the city on such terms as the city council would decide and to be approved by the Governor-General-in-Council.

This point was under consideration when the committee adjourned.

## SLAP IN FACE

O.E. Ry Find They Do Not Own the Earth

MR. BLAIR'S REBUFF

Company Denounced in Its Opposition to Ottawa Suburban Railway

Ottawa's electrical octopus again this morning attempted to enmesh the railway committee of the house of commons. There are indications, however, that its tentacles are losing their old-time grip. When "an act to incorporate the Ottawa Suburban Railway company" came up, Mr. Ferguson was of course present to object on behalf of the Ottawa Electric [sic] Street Railway company. Notwithstanding the fact that the new company only seeks to carry passenger from one point in Ottawa to outside points, and not from point to point within the city limits, the Ottawa company, as has always been the case, objected to even the most distant encroachment on its preserves. The Ottawa company has a good thing, and it does not intend that anyone else shall enjoy any portion of the harvest of silver shackles that is constantly being made. In the estimation of those who constitute the company it owns the city, and does not intend, if at all possible of that proprietary interest.

But the day of emancipation is at hand.

The minister of railways and canals gave utterance to an expression of opinion which must be viewed as extremely significant. He thought that the pretension of the Ottawa company that no other company should be allowed to develop the surrounding district just because it has the exclusive authority to operate street cars within the city limits, was being unduly strained. It was preposterous, he said, for the Ottawa company to hold that all other companies should forever be excluded from locating in the city. And not less significant was the emphatic protest made by Mr. Cochrane (Halton). "Throw the gates said he "you don't want to fossilize by permitting no one in here but yourselves."

Bridge Scheme, Opposed.

One of the purposes of the new company is to build bridge across the Ottawa above the C.P.R. bridge, and Mr. Beemer, as was to be expected, appeared to oppose this undertaking; he has had an Interprovincial bridge under way for ten years, the time for the completion of which is constantly being placed at a later date, and he wants all the traffic to cross over the structure.

"Some people have a good deal more on their hands than they can look after to all appearances," observed Mr. Cochrane, as Mr. Beemer resumed his seat, and in that expression he voiced the opinion of not a few.

No definite decision was reached, as the committee rose at one o'clock. But two amendments were offered to clause which reads as follows "The company may lay out, construct and operate a railway of the gauge [sic] of four feet eight and one-half inches from a point in or near the city of Ottawa, thence through the township of Nepean to the Ottawa river at or near the Remous rapids; and thence by a bridge over the Ottawa river at or near the Remous rapids; and thence by a bridge over the Ottawa river to the township of Hull, in the province of Quebec, and thence to Kingsmere, Meach's Lake and Chelsea, all in the said township; and may also lay out, construct and operate branches to the city of Hull, and to Hog's Back and Graham's Bay, in the said township of Nepean, and also to the village of Fitzroy Harbor, in the township of Fitzroy." Mr. Ferguson wanted these words inserted:

"Provided that the company shall not construct or operate a railway or street railway on any of the streets, squares, highways, roads on other public place in the city of Ottawa or in the village of Hintonburg." As it is the intention of the Suburban company to secure permission from the government to run its line down the western side of the canal reserve so that the city station may be erected behind the city hall, this amendment would, of course, knock the calculations of the promoters on the head. The Hon. Mr. Blair protested against any such action. He thought that those who wished to develop the neighboring district should be permitted to enter the city, and gave it as his opinion that the Ottawa company, in attempting to forever exclude all other lines, was straining its advantage unduly. He suggested that the amendment should read "Provided that the location of the line shall be approved by the city council and by the Governor-General in council." It was to be assumed, he said, that the city council would have some regard for its contract obligations, which fact would sufficiently safeguard the interests of the Ottawa company, while in view of the expressed intention of the promoters of the Suburban company to run its line along the canal reserve, there could be no objection, as was indeed imperative, to leaving the location subject also to the governor-in-council.

The Promoter's Side.

Mr. George Kidd, who represented the Ottawa Suburban company, said that the primary objective of the undertaking was to afford railway facilities for the many excellent water powers that lie in all directions about Ottawa, and which, at the present time are not served in this way. The intention was to run a line from the center of Ottawa around the city via the canal to cross the Ottawa River a mile above the city and then through the province of Quebec to Old Chelsea and Meach's Lake. The water powers at this point would be served. A branch line would run from a point near the bridge to Britannia and then on to Fitzroy, the splendid water at the Chats rapids being thus brought into communication with the open market. The same thing applied to the branch that would be constructed to Hogs Back. The tram lines, in all would measure over 50 miles, and two of the promoters were alone capable of constructing the work without borrowing money. Unless these electric lines were built the water powers in question would never be given railway facilities, as it was utterly impossible to construct steam lines through so mountainous a district owing to the excessive grades.

"A Hog's Back Arrangement."

Mr Ferguson appearing on behalf of the Ottawa Electric Co. said the bill sought to incorporate a company which would seemingly operate a street tramway in Ottawa and the township of Nepean, and would then cross the Ottawa at a point one half mile from the city and then into the township of Hull. So far as the city of Ottawa was concerned, his company had a contract with the city council giving it exclusive control of streetcars in the Capital, and the bill would consequently seriously interfere with and prejudice its interests. Only this session had the government passed a bill giving the Ottawa company power to construct a line to Bell's Corners, nine miles from the city. This extension would cover not only the ground that the present company sought to cover on the Ontario side of the Ottawa River, but also a further distance to Bell's Corners. On the urgent solicitation of those living along the Richmond road between the city and Bell's Corners, as well as those resident at Britannia, the Ottawa company had reduced the time for extending its line from Hintonburg. Two of the petitioners in the present bill were among those who sought to induce the Ottawa company to expedite matters. So far as Ontario was concerned, there was no necessity for the new line. The policy of parliament had been not to construct lines of railway over territory that was already served, and the proposed line from Ottawa to Britannia would undoubtedly parallel for a considerable distance the projected line, already chartered between Hintonburg and Bell's Corners.

"Put shortly," said Mr. Cochrane, "you have power to operate in Ottawa, and now you want to prevent anyone operating in the surrounding territory. You don't want a new line to Hog's Back. So far as I can see it is a hog's back arrangement with you." (Laughter.)

"We have spent our money," rejoined Mr. Ferguson, "in building lines in the city of Ottawa and in the vicinity, and we have already been granted power to still further extend the lines in other directions. Is it fair to interfere with those rights which have already been conferred upon us? Is it fair to pre-empt territory that we are disposed to serve so soon as the population of the district will warrant a new line being built?"

"You have no power to build to Hog's Back," said Mr. McMullen.

"Only in this way," replied Mr. Ferguson. "Under [sic] agreement with the township of Nepean. one of the companies now amalgamated with the Ottawa company had power to build in certain directions as soon as the population of the territory would warrant such an enterprise, and hence the Ottawa company has power to build to this very point, Hogs Back."

"It seems to me," said Sir Charles Tupper "that the province of Quebec, in the neighborhood of Hull, is fully served by the P. & P.J. railway as far as Breckenridge, and by the O. & G. V railway to Wakefield. Between Chelsea and Breckenridge, across country, there seems only to be a distance of tight [sic] miles. Would it be desirable to permit the construction of another line between these two points? As for Ontario, our steam lines and the Ottawa Electric company seem to serve the people very successfully and as the population increases the lines of the latter will extend. It seems to me that it would only be embarrassing the railways already in operation to permit the chartering of another. In addition."

"I don't purpose," spoke up Mr. Cochrane, "any longer being so careful of these gentlemen who have schemes of their own on foot; they can look after those themselves. I don't take as much stock as I used to in vested rights. These gentlemen prate about their vested rights, but, instead of doing something for the people, they sit on them, and would prevent, if they could, any one else taking a hand in the development of the city and district. Let us have these lines to the water powers by all means.

**30/06/1899      *Ottawa Free Press***

***Ottawa Suburban***

A bill for the incorporation of the Ottawa Suburban Railway company occupied the attention of the railway committee of the Commons this morning but was not finally disposed of. More.

**05/07/1899      *Ottawa Journal***

***Ottawa Suburban***

#### BRANCHES REFUSED

Suburban Co. may not Build on Quebec Side.

However Company may Enter Ottawa

Such is Effect of Amentment Moved by Mr. Blair. Running Rights Over Ottawa Co's Tracks.

There was lively meeting of the Railway committee of the Commons this morning. The bill for the incorporation of the Ottawa Suburban Railway Company occupied almost the entire sitting. Most of the debate turned on a clause dealing with the location of the line, which had not been disposed of when the committee rose at 1 o'clock. But it had been decided by that time that the new company should not be allowed to cross into Quebec.

The Suburban Company's application was double-barrelled. One part was to run from Ottawa two or three miles west, bridge the Ottawa, and run in to Quebec to Kingsmere. Chelsea and Meach's Lake, That was knocked out on the ground there were enough railways already on the other side. The other part asked power to run to Hog's Back, south, and to run west to Bell's Corners and up the shore of the Ottawa to Fitzroy Harbor.

#### Objections to Bill.

Mr. Ferguson, QC., on behalf of the Ottawa Electric Railway Company and the Gatineau Railway and P. & P.J. Ry., opposed the bill. He denied that the Ottawa Electric Railway Company was opposed to every railway that wanted to enter Ottawa. However, the route clause in the bill before the committee gave authority to run street cars through the streets of Ottawa, and Hintonburgh with both of which municipalities the Ottawa company had 30 year agreements, and for that reason the [sic] bill was opposed. He also opposed the branch via Bell's Corners, claiming that only this session the Ottawa company had been given 1 1-2 years in which to build a line to Bell's Corners. This line would surely supply all demands of that district.

With regard to the branches in Quebec, extending to Kingsmere, Meach's Lake and Chelsea from a bridge across the Ottawa at Remon's Rapids. Mr. Ferguson said they ran within a radius of 8 miles in which there were already three railways, and that these railways were sufficient for all demands of the section. These railways were ample to serve [sic] all developments of water power, and the claim on which the extensions were asked were therefore not well founded.

#### An Amendment.

Mr. Bergeron [sic] moved an amendment striking out the portion of the bill authorising the bridging of the Ottawa and extensions to Kingsmere, Meach's Lake, Chelsea and Hull..

#### Other Side

Mr. Geo. E. Kidd, the promoter of the bill, said the primary object of the bill was the development of water powers at many points the railway would reach. He added that for 3 or 4 years the people of the suburbs had been asking the Ottawa Street Railway Company for suburban service, but had always been refused it. He denied that any trouble would arise from the company entering Ottawa, asserting the only object was to enter the city and not to run a street railway service.

With regard to the extension to Fitzroy Harbor, Mr. Kidd said there was inimitable water power at the Chats, and that the people of Fitzroy and Torbolton were so anxious for the extension of the line that they had promised bonuses. I [sic] the people wanted this branch why should it be refused. And why should- a Chinese wall be built around Ottawa? He admired the Ottawa Co. for the work it had done, but thought it should not oppose every line coming into Ottawa. The various objective points of his line were summer resorts and as such in need of easy-access to Ottawa.

Mr. Beemer spoke next, arguing that the Gatineau and P. and P. J. roads could serve all the needs of the Quebec side and the Chats power.

#### Minister's View.

The minister of railways said there seemed to be two questions to be decided, first as to whether the bridge should be allowed to be built second, as to whether the new company should be allowed to enter Ottawa. He considered there was ample reason for refusing the bridge, the country it served being well served already, but held there was no good reason for excluding the new company from Ottawa. Any good scheme with financial backing should be allowed to enter the city. The committee ought to be able to give all rights asked for and still protect the rights of the Ottawa Electric Company. He moved an amendment that the company should be allowed to build to a point at or near the southerly limits of the city and to enter the city to a central point over the Ottawa lines, the terms of this arrangement to be adjusted by the railway committee of the Privy Council. [sic]

#### Quebec Lines Refused.

Finally Mr. Bergeron's amendment refusing the bridge and the Quebec extensions was put and carried on a show of hands. Mr. Belcourt voted with the majority. The discussion proceeded on Mr. Blair's amendment.

#### More Objections.

Mr. Ferguson, on behalf of the Ottawa Co., still objected to the route clause. He raised the point that Mr. Blair's amendment might allow the Suburban company to run steam trains on.

the Ottawa Co.'s tracks. Any way his company had a monopoly of the city by contract and should be protected.

The minister did not agree with Mr. Ferguson's view, saying it was strained and the effect of it would be to shut out all applicants for suburban running. He thought that all details to the running arrangements into the city could be safely left in the hands of the railway committee. He agreed that only electricity should be allowed to be used in the city.

A long jangle followed over the question of rights and over the question as to whether the road should be made an electric one exclusively. The clause was once declared carried, but it was re-considered, and when the committee rose at one was still unsettled..

## TURNED DOWN AGAIN

Hon. Mr. Blair Once More Gives the Ottawa Electric Company a Cold Chill.

Again was the Ottawa Electric Railway Street Railway company given a black eye by the minister of railways and canals this morning. When "an act to incorporate the Ottawa Suburban company" came up before the railway committee of the house of commons, he spoke in favor of its being granted entrance to the city, and moved an amendment providing that the railway committee of the privy council be left to arrange the details that should govern the company's rights to run through the city to a central point over the Ottawa company's tracks. Once was this amendment carried, but a reconsideration was granted. The committee then arose without reaching a decision.

Mr. Ferguson, as representing the Ottawa Electric company, and Mr. Kidd, representing the promoters of the bill, once more stated their respective positions at great length very much the same as were advanced at the first session last week.

"There are two questions that require to be settled," observed the Hon. Mr. Blair: "first, whether we shall permit the construction of a bridge, and whether the new company shall be permitted to enter Ottawa. There is, in my judgment, ample reason for refusing the bridge as the country to which it would lead is already well supplied by railway lines. But there is absolutely no good reason for excluding the company from Ottawa. If the proposal is to enter the city by the west bank of the canal I think that considerable difficulty will be experienced. The railway department has already had several such applications, but has refused them all, feeling that both banks, in the interests of the canal itself, cannot very well be given over to railways. Notwithstanding, any good company, with proper financial backing, should be permitted to enter the city. This committee should be able to give all the rights asked for, and still protect the rights of the Ottawa Electric company." On this latter point the minister moved an amendment which provided that the company should be permitted to build to a point at or near the southerly limits of the city and to enter the city to a central point, over the Ottawa company's track, the terms of the arrangement to be adjusted by the railway committee of the Privy council.

"I cannot see," remarked Mr. Casey, "why the Quebec extension should be refused inasmuch as the Beemer roads are pursuing a dog-in-the-manger policy while not being themselves able to give the public a satisfactory service."

"It is absurd," exclaimed Mr. Cochrane, "that near a city like Ottawa the Ottawa company alone should be permitted to cross the Ottawa river."

"It would be a very serious matter," remarked Mr. Rostock. "If freight were permitted to run over the streets."

"That is not our intention," replied Mr. Kidd.

"Do you intend to build the road?" asked Mr. Bergeron.

"Yes," retorted Mr. Kidd. "and we won't have to discount a vote to do it."

Mr. Bergeron's amendment was finally carried on a show of hands, Mr. Belcourt voting with the majority.

Mr. Lariviere then claimed that as the remainder of the bill related only to Ontario, it should be left to the provincial parliament. But this objection was unheeded.

Mr. Ferguson objected that Mr. Blair's amendment might allow the new company to run steam trains on the Ottawa company's tracks, as the charter sought power to operate by team [sic] as well as electricity. On account of the agreement between the city and the Ottawa company, ratified by parliament, the proposed amendment would constitute an invasion of the Ottawa company's rights that could not and should not be granted.

Mr. Blair asserted that Mr. Ferguson's objection was strained. The effect of such an interpretation of the agreement, he said, would be to shut out all applicants. All the details of an entrance to the city he felt could safely be left in the hands of the railway committee of the privy council. "Only electricity," he said, "should be allowed to be used on the streets of the city."

A long discussion followed. Once was the clause declared carried, but, being reconsidered, the committee rose with the problem still unsettled.

14/07/1899 *Ottawa Citizen**Ottawa Suburban*

When the Ottawa Suburban railway bill came up Mr. McIsaac called attention to the fact that the house had sat late the previous night and moved the adjournment of the committee.

02/08/1899 *Ottawa Journal**Ottawa Suburban*

## BILLS LAID OVER

Before the railway committee of the House of Commons this morning, after the consideration of Hon. Mr. Blair's bill amending the Dominion Railway Act, the chairman asked if the bill respecting the Ottawa and Suburban Railway should be considered. Amidst cries of "lost" the meeting broke up, but before doing so decided to refund the government fees upon this and other bills remaining on the order paper. In the later meetings of the railway committee the suburban bill was strongly opposed.

03/08/1899 *Ottawa Citizen**Ottawa Suburban*

Among the measures which fell yesterday in the "slaughter of the innocents" which invariably marks the closing hours of a session was the Ottawa Suburban Railway bill, which goes over till the next session.