

Local Railway Items from Area Papers - Ottawa Terminal

25/03/1871 Ottawa Citizen Ottawa Terminal

The City Corporation is generally favorable to granting \$35,000 to the various railway schemes projected to ? at this city, on condition that a union depot be built somewhere near Cartier's Square Adjacent to the canal.

15/12/1877 Ottawa Citizen Ottawa Terminal

Mr. Scott M.P.P. today met Mayor Waller, Messrs. Chabot, Featherstone, McDougal and other members of the bridge committee in the City Hall. He offered to connect the Central Station on Elgin Street with the proposed bridge over the Ottawa and also to grant a bonus of \$30,000 to the scheme, provided the Committee undertake to construct the bridge. The Committee will discuss the proposal tonight.

27/09/1879 Ottawa Citizen Ottawa Terminal

36,000 people visited the exhibition. 22,400 arrived by rail.

16/08/1887 Ottawa Citizen Ottawa Terminal

From every quarter we hear complaints against the new time table which went into operation on the Canadian Pacific Railway yesterday. The residents of towns and villages along the north shore, between Montreal and Ottawa, are as cross as the "bear with a sore paw", the Aylmer people and more particularly the transients, discuss nothing else and are looking for the men who did the mischief. They hold that the branch is the best paying section of the entire C.P.R. system, and can't understand why the service should be cut down one half the number of trains arriving and departing. The sojourners at Britannia are loud in their demands for a morning train from Ottawa to Britannia. As the arrangement now stands the housekeeper can get into market at 9 o'clock, or thereabouts, all right, but they are obliged to remain in the city until after three o'clock p.m. before catching another train. This could easily be rectified without entailing any extra expenditure by allowing the 11 o'clock train to stop at Britannia. The citizens generally complain of one train between the city and Montreal being taken off, and as an old resident suggested in this connection yesterday that this could be obviated by a special being run from Ottawa to Kemptville, a distance of 21 miles, to connect with the through express from Toronto.

20/11/1888 Ottawa Journal Ottawa Terminal

Messrs. Piney, Christie & Christie, solicitors, give notice of application to the Dominion Parliament at the next session for the incorporation of the Ottawa Terminal Railway & Bridge Co. This is nothing less than a scheme to build a large union depot in Centre Town into which all railways running into Ottawa will converge.

A Palatial Depot

It is proposed to erect a palatial depot in the vacant lot at the east side of the canal, adjoining the government military stores and fronting on Sapper's Bridge. The company also propose to build a railway along the east bank of the canal from Deep Cut. This line, it is proposed, will then extend underneath the bridge and on a high level to Sterling's Wharf thence directly across the Ottawa River to market square, Hull where it is also contemplated the Canadian Pacific, Gatineau Valley and Pontiac and Pacific Junction Railways will erect another depot. More.

21/11/1888 Ottawa Citizen Ottawa Terminal

General speculation was indulged in in the city yesterday as to the meaning of the notice printed in the Citizen yesterday morning, that application would be made to Parliament next session for incorporation of "The Ottawa Terminal Railway and Bridge Company", for the construction of a line of railway in the cities of Ottawa and Hull, from a point on the east bank of the Rideau canal at the boundary between original lots G and F in concession D, and thence along and within four hundred feet of the canal, passing under Sappers and Dufferin bridges and along the shore of the Ottawa river to the neighborhood of Stirling's Brewery, thence by a bridge to Albert street in Hull, and along Albert street to the neighborhood of Court House Reserve. Power is also asked to build a passenger bridge in connection with the other.

More - heading off of the Rockcliffe railway bridge scheme - lumbermen can get great piling grounds at the Deep Cut.

A contemporary idea of a central passenger depot on the site of the strongly fortified plot adjoining the militia stores, furnished occasion for no little merriment. Would also make a link with the PPJ and Gatineau Valley Railways

More.

14/12/1888 Ottawa Citizen Ottawa Terminal

Article about the advantages of Central depot.

Good railway access, no streets to cross. Visitors Entrance to Ottawa.

30/10/1889 Ottawa Citizen Ottawa Terminal Rockcliffe bridge

Although it is the intention of the Civic Committee to wait on Mr. Van Horne in reference to the C.P.R. contributing towards the cost of construction of the Rockcliffe Bridge, still some of the promoters do not look with favour on making it a railway bridge at all, desiring to see a bridge for ordinary travel simply.

13/11/1889 Ottawa Citizen Ottawa Terminal

Ex-Mayor McDougall talked bridge to a Citizen reporter yesterday. "I have no faith that the Rockcliffe Bridge will ever be built" said Mr. McDougall, "and as for the proposed bridge on Kent street, that is just a myth. But I tell you what will happen, a railway and passenger bridge will be built from Nepean Point over to the Quebec shore and the Canadian Pacific Railway, Pontiac Pacific Junction, the Gatineau Valley and the Vaudreuil and Ottawa railway companies will bear a hand in the cost of putting up the structure.

"Ottawa is getting to be a great railway centre, and it must come that a central depot where all lines will run in will become a necessity. There is a scheme, and a very feasible one too, that a central depot will be established near the Canal Basin, and trains will be able to run along the canal bank, under Sappers Bridge, and thence over the Ottawa River by a bridge stretching from Nepean Point to the Quebec shore. We should all take a broad view of this bridge question, because it is one of great importance to the welfare of the city, and drop all struggles for sectional advantages.

"Bridging the Ottawa at Nepean Point would give access to the Province of Quebec to all lines centring here, and near the Canal Basin is certainly the very best place in the city for

A CENTRAL DEPOT

By placing it there the tracks will not interfere with the ordinary street traffic, for they will pass under Sappers and Dufferin bridges to the river side. I admit that in the matter of length of bridge that spanning the river at Rockcliffe is much the shorter, but there should be other considerations to guide the citizens of Ottawa. Would it not be better for the city to have a union depot established in the centre of the city than to have each of the different lines with its own separate station?

"In every respect, a central depot would be of advantage, and by bridging the Ottawa at Nepean Point each line would be given ready access to whichever side of the river it had to do business. I do not think you will ever see anything come of a Rockcliffe Bridge, but I have every faith that in a very short time the Ottawa will be spanned at Nepean Point for a high level bridge.

28/01/1890 *Ottawa Citizen*

Ottawa Terminal

Addressing the legislative committee of the City Council yesterday Ald. Erratt said he was responsible for the calling of the meeting. The Vaudreuil Railway Company and other companies were applying for entrance into the city and he thought the committee should take the matter up and arrange with the Government the best terms they could, as well for other roads as for this one. He thought the committee should communicate with the Railway Committee of the Privy Council not to grant any company exclusive rights.

The City Solicitor said the Canada Atlantic Railway were applying for the power to come along the bank of the canal. They had to apply because they were going over Government property. They would be the first the committee would have to deal with as their application came up on Thursday.

It was agreed that the suggestion of the Mayor to ask the Government not to grant a monopoly to any company would be complied with, and Ald. Stroud and MacLean and the Mayor and City Solicitor were appointed a sub-committee to watch over proceedings on behalf of the committee.

Ald. Hutchinson moved that the Mayor, Ald. MacLean, the City Solicitor and himself be a committee to wait on the local member to ask his aid in getting provincial legislation in the line of the Local Improvement bill agreed upon by the Municipal Convention held in Toronto.

There were present at the meeting, Ald. Stroud, Hutchinson, Scott, Richard, MacLean, Monk, Mayor Erratt and the City Solicitor.

04/12/1890 *Ottawa Journal*

Ottawa Terminal

How much is being spent, when, where will the tracks go, where will they connect etc. CPR could come in over the bridge from Hull and then run on the C.A.R. round to their station at the Chaudiere.

25/07/1891 *Ottawa Journal*

Ottawa Terminal

Central depot. Civic committee to be called to push matters. Different proposals before city.

10/11/1891 *Ottawa Citizen*

Ottawa Terminal

Meeting of special committee appointed on C.A. Railway matters. - some means to rid the city of the nuisance caused by the shunting on the C.A.R. Result was inconclusive.

01/12/1892 *Ottawa Citizen*

Ottawa Terminal

Scheme for a Belt line -- from the end of the tracks now laid on this spur line of the Canada Atlantic where they touch the road between concession C and Ottawa Front there is a narrow valley extending down to the canal near the bridge on Bank street. -- very suitable for railway construction. More.

19/12/1892 *Ottawa Journal*

Ottawa Terminal

Ottawa as a railway centre - article with map.

13/02/1893 *Ottawa Journal*

Ottawa Terminal

Two engineers in the employ of the C.P.R. were engaged today in making a preliminary survey of the river front from the Nepean Point to the Chaudiere, the route indicated by Mr. Van Horne by which C.P.R. trains would reach the city after crossing the river below New Edinburgh by a proposed new bridge across the Ottawa river at that point if his scheme is carried out.

The idea is to cross the river, tunnel through Nepean Point, and then run along the river front to the company's station in the Chaudiere, a depot to be established at the foot of the locks for passenger trains.

More.

17/02/1893 *Ottawa Citizen*

Ottawa Terminal

CPR running surveys in Ottawa regarding the proposed new entry into Ottawa. Looking at the possibility of crossing the Ottawa river at Bank street. More.

04/05/1893 *Ottawa Journal*

Ottawa Terminal

So far nothing new has transpired to the C.P.R. canal locks depot scheme. The company has not yet reported to the city what it will cost to bridge the Ottawa. In this connection it may not be generally known that when the old Central Canada road, now the C.P.R., was built there was a proposal to run the line from the present Union station along what is now Albert street to a point about the present site of city hall. The negotiations were nearly concluded but at the last minute fell through.

05/05/1896 *Ottawa Free Press*

Ottawa Terminal

Montreal. There is some talk of the Canadian Pacific Railway discontinuing the running of its pay cars. An experiment will be tried this month by which the wages due on the 15th of May will be remitted by cheque to the employees east of Ottawa. The district west of that city will be served by the pay car as usual. If this remitting of the wages by cheque is successful, the pay car will be done away with altogether.

20/11/1896 *Ottawa Journal*

Ottawa Terminal

A new order came into effect with C.P.R. train employees today, compelling them to carry a watch with a high grade movement to avoid any risk with regard to time. The Ball watch has been recommended as the standard timepiece.

05/06/1897 *Ottawa Journal*

Ottawa Terminal

It is rumored that the C.P.R. will purchase some property near the canal basin for railway purposes. The company has options on land between the basin and Nicholas street, and will altogether likely close with the owners. Should they do so, the probability of the C.P.R. having a station in the heart of the city will assume larger proportions.

A survey was made a couple of years ago of a route along the base of the bluff at Parliament buildings. The engineer in charge of the survey was confident as to the feasibility of constructing such a road. However, it may not be necessary. If the bridge across the Ottawa river materializes the C.P.R. will have easy entrance, and with the property on Nicholas street for a site, could erect a fine station.

Everything seems to indicate that the C.P.R. will soon have a station which will be equal to any other, and Ottawa will then have the railway accommodation needed.

13/08/1897 *Ottawa Free Press*

Ottawa Terminal

Big purchase by C.P.R. of land. Not likely to come into Union depot.--

22/10/1897 *Ottawa Journal*

Ottawa Terminal

New C.P.R. Central Depot may be built near Maria Street bridge. -- along west side of the canal where the present wood piles are. --

The C.P.R., it is rumored, would build a track from their present Prescott and Ottawa track in by Billings Bridge, through Ottawa East and across the canal near the present bridge to Ottawa East.--

25/10/1897 *Ottawa Citizen*

Ottawa Terminal

The plans for a right of way on the west side of the canal from the head of the Deep Cut to Sparks street have been filed by the C.P.R. in the Department of Railways and Canals, shows that there was truth in the rumor that the company intended building an independent central station of their own. The intention of this company, as now learned, is to erect a modern depot on the vacant property on Canal street, next to Sappers bridge. In order to reach this point the properties of H.N. Bate & Son, the Ottawa Forwarding Company, and Mr. A.P. Sherwood, will be acquired. It is understood that they are now being negotiated for. The lessees have the properties leased for thirty years, and some difficulty may arise in procuring the lands, as large sums will doubtless be asked for. The application for the right of way will go before the Cabinet as soon as the Minister of Railways and Canals returns and will very probably be granted.

27/10/1897 *Ottawa Journal*

Ottawa Terminal

CPR will come in on the west bank of the canal -- The C.P.R. plans as far as the Deep Cut are filed -- will probably build a swing bridge across the canal at Deep Cut and come in on the west side of the canal.--
The Ottawa and New York Railway is not pushing to have the arbitration in regard to the property on Besserer street settled. They want the property and in all probability will eventually get it, but at present the Ottawa and New York company is concerning itself to complete arrangements with the Canada Atlantic Railway Company to use the tracks and station owned by the C.A.R. Should these arrangements be consummated then the new central station on the east side of the canal bank will be built before many months.
A change between the bridges
Other changes likely to be necessary when the stations are built there will be to cover over the space between Sappers and Dufferin bridges and use that as an addition to the street or as a cabstand.
The cabstand at present in use near the bridge will have to go and the space used by the railway company.

30/10/1897 *Ottawa Journal*

Ottawa Terminal

O&NY apply to Railway Committee for terminal arrangements with the CAR. CPR to go on the west side of the canal. CAR freight shed. Long article with plan --
CPR may have detailed plans for a station on the west side but this may only be a bluff.

06/11/1897 *Ottawa Journal*

Ottawa Terminal

The C.P.R., despite all that has been said, will build on the west side of the canal, as intimated in the Journal some days ago. The Journal learned today on excellent authority that the terms submitted by the C.A.R. company for the use of their tracks on the east side of the canal are considered exorbitant by the C.P.R. and in consequence, they will build a bridge across the canal at Deep Cut, bring their line in along the west side up to Sapper's bridge. There they will put up one of the finest stations in Canada.
No plans have been filed as yet at the Railway Department but they will be before long.

09/11/1897 *Ottawa Citizen*

Ottawa Terminal

-- new C.P.R. Central station, company's new short line will cross the canal near Ottawa East and run along the west side of the canal into the station. The company will build a line from the old St. Lawrence and Ottawa station on Sussex street, over Nepean Point and across the canal at the foot of the locks to the proposed station.
And they will do more. They will carry out their old plan of building a line around the base of Parliament Hill to their road at the Chaudiere.--

20/11/1897 *Ottawa Journal*

Ottawa Terminal

Booth denies he is obstructing the new railways. More.

08/03/1898 *Ottawa Citizen*

Ottawa Terminal

Ontario and Quebec Bridge

Drawing of proposed bridge to be built to Hull from the foot of Bank street, (Ontario and Quebec Bridge Co.)

14/04/1898 *Ottawa Citizen*

Ottawa Terminal

Ontario and Quebec Bridge

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. More.

29/06/1898 *Ottawa Journal*

Ottawa Terminal

Mr. Booth states his position. Long article.
In the first place the O&NY insisted that the CAR give them running rights over their tracks from Hawthorne into the city, about 5 miles. This we were willing to give them under payment of a reasonable sum for the privilege allowed, but we stated that the O&NY had no right whatever to demand running powers over our road upon their own terms because while their company was subsidized by the government the CAR never received one cent of subsidy from the government or the city of Ottawa and should not be asked to relieve the O&NY from the usual expense of building their own railway or from paying a reasonable sum for the use of our railway.
More
I have been blamed for putting up a freight shed in front of certain lands which the O&NY had purchased. The expression is used that the Parry Sound company "Knifed" the New York company in this respect. This is untrue. Parry Sound company has a right to use these lands for this purpose - people of Ottawa have complained for years about our shunting across Elgin and Bank Street - why we moved to this location
More.

19/11/1898 *Ottawa Journal*

Ottawa Terminal

When the new Central station is built and the various railroads have made arrangements as to running rights etc. it is likely all CPR trains will run into Central station. This will bring the through traffic from the west right into the heart of the city. The CPR may build a line from the present CPR Union depot to the Central depot. Several routes have been surveyed but the one which will be followed has not yet been chosen.

10/12/1898 *Ottawa Free Press*

Ottawa Terminal

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.

24/01/1899 *Ottawa Journal*

Ottawa Terminal

Proposal to create a terminal company. Big article.

27/01/1899 *Ottawa Citizen*

Ottawa Terminal

Ottawa Terminal Railway proposed - more.

01/04/1899 *Ottawa Journal*

Ottawa Terminal

Terminal Company not to go on. J.R. Booth to give facilities without it.

07/04/1899 **Ottawa Free Press** **Ottawa Terminal**

Mr. J. Holland's patent acetylene gas headlight for locomotives was again successfully tested yesterday afternoon, this time on the C.P.R. The engine running on the "Soo" line from here to Montreal, which leaves here at 4.25 a.m. was equipped with one of Mr. Holland's headlights, yesterday morning and the light used. It was on the return trip, however, that the practical test was made. When the train arrived here at 1.40 this morning the light was burning brilliantly and had given the test of satisfaction on the trip up. Mr. C.W. Spencer, general superintendent of the C.P.R., who was at the Union depot when the train arrived, was greatly pleased with the new light.

20/06/1899 **Ottawa Free Press** **Ottawa Terminal**

The first train of the new "Imperial Limited" service passed through the city Sunday westbound at 1.25 p.m.

21/08/1899 **Ottawa Citizen** **Ottawa Terminal**

To facilitate the movement of freight between the Union depot and the Sussex street station the C.P. Railway Co. has decided to build a short line across the country on the east side of the Rideau River.

The new line will branch off from the Prescott line some distance of the white bridge over the Rideau River. It will then skirt away from the river till it reaches a point on the Montreal and Ottawa railway near the junction of that road and the Ottawa and New York railway. The remainder of the distance will be covered as at present.

Operations will be started as soon as the surveys are submitted and agreed upon.

The road has been marked out by surveyors and will cross the continuation of Bank street just east of Billings Bridge.

The right of way, with the exception of a few lots, has been purchased.

The growth of the C.P.R. freight business has been such as to necessitate the establishment of the shortest line with the least possible delay.

24/08/1899 **Ottawa Citizen** **Ottawa Terminal**

Proposed new direct line between Ottawa and Brockville to give G.T.R. a direct link to Ottawa.

28/11/1899 **Ottawa Journal** **Ottawa Terminal**

CPR have acquired the land to run a line along Paterson's Creek and under Bank and Elgin Street. CAR should also run in the same corridor - would do away with the need for subways.

29/11/1899 **Ottawa Journal** **Ottawa Terminal**

Railroads negotiating. CPR wants to use CAR tracks - otherwise will use Paterson's Creek.

30/11/1899 **Ottawa Citizen** **Ottawa Terminal**

C.P.R. seeking right of way across city - opposition to a second crossing of Bank street.--

01/12/1899 **Ottawa Citizen** **Ottawa Terminal**

C.P.R. secures right of way from Rideau Canal to Preston street via Patterson's Creek.

02/12/1899 **Ottawa Free Press** **Ottawa Terminal**

Mr. George E. Kidd, the barrister, has a bright idea to solve the difficulty of level crossings in connection with the entrance of the C.P.R. He suggests that the line be extended from the connection at Daen's [sic] Lake along Centre street to the Exhibition Grounds.

This would cause it to traverse a ravine and no level crossings would be required. There is a large indentation along this district and this would make a splendid natural entrance.

Mr. Kidd says the Canada Atlantic Company should be forced to go in that direction also and remove its tracks from the heart of the city.

The tracks would also be of great benefit to the Exhibition, as all stock and exhibits could be unloaded directly at the ground.

04/12/1899 **Ottawa Free Press** **Ottawa Terminal**

Article on C.P.R. plan to enter the city.

05/01/1900 **Ottawa Citizen** **Ottawa Terminal**

Hintonburg residents are uneasy over the fact that Mr. J.J. Morris of Pembroke, with his assistants, has been engaged in surveying through the center of the village. The survey is said to be in connection with the C.P.R. and the proposed track will run from the C.P.R. west of Queen street, southeast, and then near Concession street, turn straight east and run across the south of the city, either by Paterson's creek or by some one of the streets running east and west to the Central station. The C.P.R. is apparently determined to bring the western passenger trains into the heart of the city in order to compete with the C.A.R. system.

20/01/1900 **Ottawa Citizen** **Ottawa Terminal**

In an effort to meet city council's wishes C.P.R. is looking for a line next to C.A.R. track.

30/01/1900 **Ottawa Journal** **Ottawa Terminal**

It is said Patterson Creek route will be adopted by CPR.

21/02/1900 **Ottawa Free Press** **Ottawa Terminal**

While the C.P.R. has its right of way practically all purchased for an entrance across the city by Patterson Creek to the Central depot, on certain properties they had only an option. The company last week renewed the options for a further period.

27/02/1900 **Ottawa Journal** **Ottawa Terminal**

Another route now proposed by CPR for reaching Central Depot.

The Canadian Pacific Railway has another alternative route in view for approaching the Central Depot.

A route on the south side of the canal has been sized up and a survey is being made. It seems to present very slight difficulties.

The canal would be crossed somewhere about where the present bridge on the Prescott line, or to the east of it, and a route taken through what is known as Wyoming Park. Bank Street road would be crossed at a point between the swing bridge and Billings Bridge. The line would skirt Ottawa East and strike the present line along the canal bank about the head of Nicholas Street.

Surveyors are going over the route.

06/04/1900 **Ottawa Citizen** **Ottawa Terminal**

The C.P.R. has removed its option on certain property between Isabella and Catherine streets in connection with the proposed route across the city. No definite plan however as to the route to be followed has been announced as yet.

06/04/1900 *Ottawa Journal* *Ottawa Terminal*

It is learned today that the Canadian Pacific Railway is again figuring on getting an entrance to the city parallel with the tracks of the Canada Atlantic Railway. It is learned that within the past few days that the railway company has renewed its options for properties along Isabella Street and with this renewal it seems likely that the CPR intends getting into Centre Town that way, in preference to alternative routes which were under consideration.

28/04/1900 *Ottawa Free Press* *Ottawa Terminal*

C.P.R. estimate of losses due to fire is \$300,000. This includes station, structures, track, freight sheds and freight for which it is responsible.

12/05/1900 *Ottawa Citizen* *Ottawa Terminal*

The heavy loss sustained by the Canadian Pacific in the fire is likely to temporarily derange any plans which it has had for securing a right of way across the city and connecting the transcontinental line with the short line running into the Central depot.

07/09/1900 *Ottawa Citizen* *Ottawa Terminal*

The C.P.R. company, a Citizen reporter was informed today on good authority, will cross the city next year connecting the transcontinental line with the short line between Ottawa and Montreal. All the options necessary are understood to have been secured and the plans, it is said, are about to be registered. The line will likely branch off at the round house on the Richmond Road, cross that thoroughfare and run south over the Prescott line to a point near Young street and from there run nearly parallel to the tracks of the western division of the C.A.R. to the short line tracks down near Hurdman's Bridge. It was intended to go on with the work this year but the big fire destroyed so much property which had to be rebuilt that crossing the city was not proceeded with. When completed, the line will permit of through trains making much better time than now, owing to the connection being made with the south shore line to Montreal which is much shorter than by the old way. It will also enable western trains to run in and out of the Central depot when it is built.

17/11/1900 *Ottawa Journal* *Ottawa Terminal*

Ottawa as a railway city. Large article and map.

30/11/1900 *Ottawa Citizen* *Ottawa Terminal* *Ottawa, Broad Street*

CPR will construct the proposed route through the city in the spring. Route not definitely chosen. Three alternate routes, the preferred one being one that parallels the CAR.

The superintendent is very much pleased with the work on the new depot on Broad Street, which is assuming a completed appearance and will be ready for occupancy about the end of the present month.

28/09/1901 *Ottawa Journal* *Ottawa Terminal*

According to railway returns some 24,000 passengers were brought into Ottawa last week. Judging by the daily returns the Central Fair was responsible for about half, the royal visit for the rest.

31/01/1902 *Ottawa Citizen* *Ottawa Terminal*

It was rumored today that the C.P.R. will this next summer build its line across the city in order that trains coming in on the main line may connect with the short line at Deep Cut and run down over it to Montreal. Several options on the property which it would be necessary to acquire have been secured.

12/04/1902 *Ottawa Journal* *Ottawa Terminal*

How the trains will run here.

Expected changes in new time bill.

"Soo" and "Imperial Limited" will enter and leave the Central Station.

When the "Imperial Limited" the Canadian Pacific Railway Company's fast transcontinental train, is on its ninety-seven hour journey from Montreal to Victoria it will come from the metropolis to Ottawa via the short line and on over the Alexandra bridge to Hull and the west. A new time bill is being prepared by the Canadian Pacific and it will provide for the running of the Winnipeg and "Soo" trains over the short line and part of the Beemer system of railways. The new bill will be issued within a short time and is expected to contain many changes of interest and importance to the Ottawa and Gatineau Valleys.

Some of the changes expected were outlined to the Journal by a local railway official. The trains from Montreal for Winnipeg and the west will no longer come to Ottawa by the North Shore railway to the Union Station but will use the short line and Central Station and will go out over the Alexandra bridge to Hull and into Ottawa again over the bridges above the Chaudiere Falls and on to Carleton Place and the west. The "Soo" train will follow the same route. Coming to Ottawa from the west these trains will follow the same route.

The Central station will then be a much livelier place than it has ever been. The Toronto train will probably leave and arrive at the Union station as usual.

A better service will be given on the Pontiac and Gatineau Railways and efforts will be made to boom business on the Hull-Aylmer Electric Railway and with the advertising which the C.P.R. can give Aylmer and Lake Deschenes, plenty of traffic is expected.

Meanwhile work will be rushed on the Pontiac Railway extension from Waltham to Chalk River with a view to having the Pontiac Railway ready for business next winter.

When the Pontiac is extended to Chalk River other changes to the train service will be made. Pembroke and all intermediate stations will be given a local service to and from Ottawa.

The principal effect of the changes will be to make the Central station better deserve its name. Almost all the important trains entering and leaving the city will use the Central station.

24/05/1902 *Ottawa Journal* *Ottawa Terminal*

Editorial. CAR has no rights to reject CPR. No Central station although city funded. No trains running over the Interprovincial bridge.

03/06/1902 *Ottawa Journal* *Ottawa Terminal*

City council meeting. Central Depot must be open to all railways entering city.

13/06/1902 *Eastern Ontario Review* *Ottawa Terminal* *Ottawa Central Depot*

The difficulty between the Canadian Pacific Railway and Mr. J.R. Booth of the Canada Atlantic Railway regarding the use of the Central Station yards, Ottawa is settled temporarily. Before the Railway Committee of the Privy Council at Ottawa Monday. Mr. Booth consented to allow Canadian Pacific Railway trains to run through the Central Station yards pending a more definite agreement as to terms between the two companies,

Opens New Service

Imperial Limited Starts on Journey to Coast

Train to be Tri-weekly

Montreal to Vancouver in Ninety Seven Hours is Latest Schedule Adopted by Canadian Pacific

"The Imperial Limited" the twentieth century train of the Canadian Pacific Railway, began running yesterday. Ninety-seven hours from Montreal to Vancouver is the new time schedule of the "Imperial" which left Windsor Street station at 11.40 o'clock Sunday morning, and was soon speeding towards the Ottawa valley at a speed of fifty miles an hour. Great things have been claimed in advance for the new service, and skill, energy and expense were not spared to fulfil the expectations of the public. At the Windsor Street station, before its departure yesterday, the train commanded admiration of a larger gathering than usually congregates in the depot Sunday mornings.

The new train will be a tri-weekly, leaving Montreal Sunday, Wednesday and Friday, and, Vancouver Tuesday, Thursday and Saturday. It is run to supplement the daily transcontinental service. The train, which the gathering inspected yesterday, was probably the finest ever regular passenger train ever run out of the Windsor street depot, and amply justified the claim that the highest degree of comfort for the railway traveller would be provided. There were five cars, the two magnificent sleepers, "Fontenoy" and "Vincennes", the diner, "Sandringham", which was attached to the royal train on that historic trip across the continent last October, a tourist and a baggage car. Before its departure photographers of the company took views of the train, while along the route spectators with their cameras were also stationed.

At the invitation of Mr. George H. Ham, who promotes the publicity of Canada's great railway, a party of newspaper representatives rode as far as Ottawa, The entry into the capital was made over the picturesque short line route, the first time for a transcontinental train.

At the Central Station Mayor Cook and other prominent citizens boarded the train and made the trip across the Ottawa river on the Alexandria [sic] bridge, around Hull and across the river again, and into Union Station. By this route a saving of one hour is accomplished in the trip from Canada's commercial centre to its capital, the time being three hours instead of four as formerly.

According to her schedule the Imperial Limited will make the trip from Montreal to Winnipeg in forty-three hours, an average of nearly 34 miles an hour, including stops. This will nearly be maintained for the overland trip.

A sleeper from Toronto will join the train at North Bay, but the Imperial under no circumstances will exceed eight cars. The dining cars will be attached as far as Banff. For the rest of the journey the passengers will dine at the chalet hotels. The dining car equipment and service is a feature of the Imperial service. In appointment they rival the elegance and comfort of the sleeping cars. There is an excellent cuisine and a service more to be expected at a metropolitan hotel than on a railway train. Every day a new menu is provided.

The Imperial Limited connected with trains from Brockville and Kingston at Renfrew, from Toronto at North Bay, upper lake steamers at Fort William.

While three hours will be clipped off the previous schedule for the western trip of 2,006 miles, the run from Vancouver will be made in 96 hours, or one hour less than the trip from the east.

02/02/1903 *Ottawa Journal**Ottawa Terminal*

Ottawa may get second great railway system with the sale of the Great Northern to MacKenzie and Mann. Booth says they haven't asked him to sell Canada Atlantic.

26/02/1903 *The Equity, Shawville**Ottawa Terminal*

Rumour has been revived that the C.P.R. will shortly rearrange its line from Ottawa to Pembroke to save about 41 miles, thereby shortening the time between Montreal and the coast. It says plans have been completed to build a new depot and freight shed on Sussex St. on the C.P.R.'s property there, and add a new pier to the Interprovincial Bridge to make an approach from Sussex St. This would render the Co, independent of the Central Station and would save about \$50,000 per annum for its rent. It is said a survey was made recently with a view to building the station on the corner of Sussex and Cathcart Sts. An option has been obtained on the Law property, which may be converted into a freight shed. By this scheme the transcontinental trains would follow the previously suggested route over the Pontiac and Pacific to Waltham, crossing the Ottawa River at Pembroke. The Prescott line trains and all Montreal and eastern traffic would enter this station, and as at present the Chaudiere station would be used for Toronto and western traffic.

03/03/1905 *Eganville Leader**Ottawa Terminal**Renfrew*

Messrs. McKenzie (sp) and Mann, the railway magnates of Canada, are asking parliament for a charter to build several branch lines in connection with their already existing lines, and there is a prospect for another railway for the town of Renfrew. One of the main branches under this project may be said to begin at Montreal; a spur line connecting that city with their Great Northern Line now running to the north of Montreal, between Quebec and Hawkesbury. From this latter point, they will build to Ottawa; from Ottawa on west through Arnprior and Renfrew, where they will cross the Bonnechere, going to the north side of the river, and thence taking a course pretty nearly mid-way between the Canadian Pacific and Canada Atlantic railways, going westward to the mouth of the French River.

30/06/1906 *Ottawa Journal**Ottawa Terminal*

Ottawa - A Railway Centre. Big article with pictures of officers.

23/07/1906 *Ottawa Journal**Ottawa Terminal*

Ottawa's Efficient Railway Conductors - Article.

27/06/1907 *Ottawa Citizen**Ottawa Terminal*

Railway Commission

Case to be argued

The grand Trunk seeks an order compelling the Canadian Pacific to pay a certain sum on account of partial compensation for the use by the C.P.R. of the Central station

C.P.R. Payment to Grand Trunk

Former will Pay Interim Amount for Central Station

The railway commission yesterday afternoon asked the Canadian pacific railway to pay to the Grand Trunk an amount on account as partial compensation for the use of the Central station at Ottawa. The board, some months ago, heard argument as to the basis upon which charges for terminal facilities should be computed but no decision has yet been given. The C.P.R., however, admits liability to a certain amount and the suggestion of the board, to which the company agrees, is that an interim payment should be made for that part of the service that can be computed on a wheelage basis. The whole amount of the G.T.R. claim is about \$50,000. Over some \$45,000 of this the Grand Trunk counsel maintain, there should be no room for dispute.

Mr. W.H. Biggar for the Grand Trunk thought that pending the final order as to compensation an interim order might issue for payment on account. The Canadian Pacific admitted a liability and also that they had not paid anything. At least it should pay a portion of the wheelage maintenance. Nothing has been paid since 1902 though, as he interpreted the order of the railway commission, monthly payment unquestionably should have been made. There was no dispute as to the charge for handling local trains but rather the through trains. The C.P.R., he stated, owed the Grand Trunk over \$50,000 and he charged that company with inconsistency. On the one hand it had been pressing the G.T.R. for a settlement, while on the other it declined to make payment when formally requested to do so.

Mr. E.W. Beatty for the Canadian Pacific argued that no payment should be made till the board settled the basis of compensation. The Grand Trunk had never made a move to have such basis of compensation and only when the C.P.R. did it and the case was under consideration an interim application was made on account. The C.P.R. had repeatedly pressed the Canada Atlantic, under the old management for a settlement, but without avail. Since 1906 the G.T.R. and C.P.R. had taken it up, but owing to disagreement an application had been made to the board for an order and this had not been finally determined. Till then, he thought, no payment should be exacted.

Judge Killam expressed the opinion that as a matter of fairness the Grand Trunk should be paid that amount previously ordered by the old railway committee for the wheelage proportion.

Mr. Beatty said that if the board considered this desirable he would agree to it.

Mr. Biggar stated that the companies could readily figure out what was due for wheelage, and this will be done.

06/05/1910 Ottawa Journal

Ottawa Terminal

C.P.R.'s big under Ottawa plans.

Want to build a tunnel under Wellington street. Close Rideau Canal from Deep Cut to locks. Includes map. More.

08/06/1910 Ottawa Journal

Ottawa Terminal

Mr. McNicoll explains tunnel scheme. CPR - article.

16/06/1910 Ottawa Journal

Ottawa Terminal

Mr. McNicoll explains the CPR plan to use the Rideau Canal. Article.

05/07/1910 Ottawa Journal

Ottawa Terminal

Plan to divert canal practicable. Article.

07/07/1910 Ottawa Journal

Ottawa Terminal

CPR proposal would be better if city owned the tracks - Mayor. Article.

09/07/1910 Ottawa Journal

Ottawa Terminal

Independent proposal to build a station in the bay of the Ottawa river at the foot of Bank street. Access fro C.P.R. would be easy, but a Y bridge would be needed to connect to the Central Depot and Interprovincial bridge. Article.

12/07/1910 Ottawa Journal

Ottawa Terminal

Discussion on Union station issue. Article.

16/07/1910 Ottawa Journal

Ottawa Terminal

Proposed diversion of the canal by way of Dows Lake and the Chaudiere - scheme of N. Cauchon. Includes map which is printed upside down. Article.

04/08/1910 Ottawa Citizen

Ottawa Terminal

Local officials not yet notified that strike is at an end. Men have reported for duty but are told they will be called when wanted. Employees held meeting but declined to give out statement.

The Grand Trunk trains arriving and leaving Ottawa are still being managed by strike breakers and officials of the company, despite the fact that a settlement of the strike was announced Tuesday evening. (2 August)

No information has yet been received at the local superintendent's office regarding the settlement of the strike, or of the manner in which men are to be taken back to work. Not a man has been taken back on the Ottawa division, although all have reported that they are ready for work. At the trainmaster's office, the men have left their names being told they would be called when wanted.

Supt. Donaldson is in Toronto attending a conference of the superintendents and officials of the road, and will return to the city tomorrow, when some announcement is expected.

It was reported at the Grand Trunk office that no freight was being moved on the Ottawa division, and one of the officials stated that matters seemed to be worse than when the strike was on. An air of uncertainty prevails and the staff are hourly expecting orders. The passenger service is being operated as usual, the crews being those who have been in charge since the strike was declared.---

05/08/1910 Ottawa Citizen

Ottawa Terminal

Local strikers back on G.T.R to first open branch lines

Instructions received by local authorities for engagement of as many men as are needed. No Ottawa men used violence and all eligible for positions again.

Mpntreal men will start on suburban service today. Vice-president Murdock says all will go back.

Acting on instructions from General Superintendent of Transportation Brownlee, of Toronto, the local officials of the Grand Trunk, last night placed twenty of the local strikers back at work, sending them out to open up th branch lines on the Ottawa divison. Instructions are to take on others as soon as places are found for them.

This was the first official word received by the local officials that the strike was officially off, and that the men were to be taken back. Mr. brownlee's communication only ordered that the men resume work as soon as possible, and that as many men be taken back as were needed.

As Supt. Donaldson was absent from the city last night, none of the old conductors or trainmen were sent out on the run to Montreal, but it is expected that during the course of today or tomorrow a rearrangement of the runs will be completed, and that the majority will be taken on then.

It was learned that there are no complaints against any of the men on the Ottawa division as regards the use of violence, so that all who went on strike will be eligible for positions again. No instructions have been received locally as to the disposition made of the pension question.

All the late strikers have reported they are ready for work, and there was a large number of them at the Central depot last night to see those of their members who were taken on to man the trains again. All expressed pleasure that there was at last "something doing" in the way of resuming work, after a wait of two days after the strike was first officially declared off.

23/11/1910 Ottawa Journal

Ottawa Terminal

Board of Control recommends engaging engineer Mr. W.F. Tye to investigate question of railway terminals.

08/12/1910 Ottawa Journal

Ottawa Terminal

New scheme for a C.P.R. entrance to the city. Avoid closing of the canal. Would have C.P.R. use their own property on Nicholas street and burrow under the Grand trunk tracks from Laurier bridge to Queen street. More.

31/12/1910 Ottawa Journal

Ottawa Terminal

Plan of how C.P.R. could get through Ottawa. Good sized plan - shows a line under Majors Hill Park and along below Parliament Buildings to Union Station.

17/01/1911 Ottawa Journal

Ottawa Terminal

The vote in City Council last night accepting the recommendations of the Board of Control on the subject of railway entrance to the city seems to give general satisfaction. City Engineer Kerr, Engineer Tye of Toronto and a third to be appointed by the Dominion Government , are to constitute a board to report on the best solution of the problem.

The amendment moved in council to substitute Mr. E.E. Perreault C.E. of the Dominion Public Works Department, ex-City Engineer of Ottawa for Mr. Tye, was without Mr. Perreault's knowledge. Mr. Perreault said to the Journal today, " I knew nothing of this beforehand, I was not an applicant, and in fact my position as a government engineer precluded my being such."

It is probable that Mr. Perreault's name came to be put forward because it is an open secret that he was the author of the suggested C.P.R. route through Ottawa which the Journal recently published a half page map of, which met favorable comment.

03/04/1911 Ottawa Journal

Ottawa Terminal

Experts Report Railway Entrance

Scheme suggests cross city tunnel for the use of all roads.

Grand Trunk tracks through Ottawa would be taken away.

New canal would follow the original plan of the British engineers.

More - part missing.

04/04/1911 Ottawa Journal

Ottawa Terminal

Map of proposed scheme for routing trains through a tunnel into Union station (GTR) More

12/01/1912 Ottawa Journal

Ottawa Terminal

C.P.R. asked to file plans for tunnel with Minister of transport.

18/01/1912 Ottawa Journal

Ottawa Terminal

No decision by Canadian Northern about location of shops or uptown station. --

24/02/1912 Ottawa Journal

Ottawa Terminal

Kent street C.P.R. Depot with tunnel tracks? Article.

08/07/1912 Ottawa Journal

Ottawa Terminal

C.P.R. tunnel is not to be started this year.

Government has given consent to undertaking but company is carefully considering project. More.

18/06/1913 Ottawa Journal

Ottawa Terminal

C.P.R. Tunnel Scheme temporarily abandoned.

09/09/1913 Ottawa Journal

Ottawa Terminal

C.P.R. finally abandons Tunnel Scheme. New proposition made to government includes use of G.T.R. right of way into city.

29/04/1914 Ottawa Journal

Ottawa Terminal

Railway Facilities of Ottawa. Contains a summary, with incorrect information, of the history of the railways of Ottawa. Includes a line drawing of Broad Street. Special issue to commemorate the thirtieth anniversary of the Journal.

03/02/1915 Ottawa Journal

Ottawa Terminal

Central Depot

The report is still persistent that the C.P.R. is endeavouring to obtain further accommodation at the Central Station and use it as a terminal for several of the trains now running from the Union Station. However, C.P.R. officials in Ottawa today declared that they knew nothing of such project. One railway man stated that while C.P.R. would probably be glad to obtain facilities for more trains at the Central Station, it would hardly be possible for it to do so, as the accommodation was already taxed almost to capacity with all the G.T.R., C.N.R, O. and N.Y., and eight C.P.R. trains daily.

05/04/1915 Ottawa Journal

Ottawa Terminal

Ottawa, Broad Street

In spite of denials made at the head railway offices in Montreal of the rumors that the C.P.R. is going to abandon the Broad Street Station and run all its trains to and from the Central Station. The Journal is informed on reliable authority that negotiations between the two companies are now nearing completion, and that it is not unlikely that an arrangement will be reached in the course of a couple of weeks.

The plans provide for the abandoning of the Broad Street Station entirely for passenger traffic. The station buildings would be torn down, the yards being used for freight only.

Not long ago the C.P.R. bought some land on Nicholas street, and The Journal learns that if the negotiations with the G.T.R. are brought to a successful termination, work will be commenced without delay on tearing down the buildings now on the Nicholas street property, grading it and building a retaining wall along the embankment. Yards will then be laid out on the property, and \$100,000 will be spent on the work. As previously intimated, the trans-continental trains would not run through Hull, but would back out of Central station and use the Parry Sound branch of the G.T.R. for a short distance in order to connect with the C.P.R. main line west of the city. The Gatineau trains would run in over the Alexandra Bridge, giving the summer residents of the Gatineau district a service that they have long been agitating for. The Prescott trains would run into the Central station by way of Chaudiere Junction.

Considerable variation in the running time of some of the trains will have to be made in order to supply accommodation for extra trains. However, it is claimed that there is plenty of trackage accommodation at the station for all with a rearrangement of timetables, and the station itself has ample conveniences for much heavier passenger traffic than it now handles.

20/04/1915 Ottawa Journal

Ottawa Terminal

Ottawa, Broad Street

It is rumored that the arrangement which has been talked of for some time whereby the C.P.R. will abandon the Broad street depot for passenger traffic and run all its passenger trains into the Grand Trunk Central Station will become effective on June 1 next. No confirmation can be secured to this report at the local offices of the railways as all the negotiations have been carried on through the head offices in Montreal.

28/06/1920 Ottawa Journal

Ottawa Terminal

UNIFICATION OF GTR and CNR

Inaugurated with operation of new train out of capital

Amalgamation of roads gives the state the largest system in the world; better service to areas from Ottawa to Montreal, and the west. First train was Sunday June 27th, 1920 to Montreal; next was a train from Ottawa to Winnipeg to connect with the GTP.

It was a long story.

08/08/1924 Ottawa Citizen

Ottawa Terminal

Ottawa

RAILWAY ENGINEERS WILL MAKE REPORT

Canadian National Railways engineers are coming to Ottawa early next week to look into the proposition for a tunnel for the railway terminals scheme.

Including the bridge to Hull.

Plans for the project were outlined some time ago in the Town Planning commission by Mr. Noulan Cauchon, chairman, and it is now understood that the C.N.R. is so interested that it has arranged to have its engineers come to Ottawa to study the situation and report. The bridge would give the C. N. R. a splendid access to the Hull industrial area.

The C.P.R. would also be interested in the project but as yet it has not arranged for an investigation into its possibilities.

27/05/1926 Ottawa Journal

Ottawa Terminal

Urges New Station for Through Traffic

Noulan Cauchon Favours Tunnel Under Ottawa River.

Report of a speech by Noulan Cauchon.

11/05/1938 Ottawa Journal

Ottawa Terminal

Planned joint-use locomotive terminal here

Senate committee told business improvement caused scheme to be dropped.

Pooling of Canadian National and Canadian Pacific Railway switching operations in Toronto and joint use of one locomotive terminal at Ottawa had been held up when traffic increased, S. W. Fairweather, chief of the Canadian National Railways Bureau of Economics, informed the Senate Railway committee on Tuesday.

Planned joint-use locomotive terminal here

Questioned on activities of the joint cooperative committee set up by the Canadian National - Canadian Pacific Act of 1933, Mr Fairweather instanced also the effect of better business in holding up proposed line abandonments in Northern Ontario and Quebec. The line abandonment question had shown him it was never wise to be dogmatic and say a line was dead.

The Ottawa locomotive terminal proposal came up in 1935. It was suggested all locomotives should use the C.P.R. terminal in West Ottawa although the Canadian National had a locomotive House near the Union Station. Canadian National engines would have had to go to Ottawa West. There would be increased cost of signaling and delay of trains.

29/12/1941 Ottawa Journal

Ottawa Terminal

Sir Winston Churchill arrives in Ottawa by special train. It backed into track three. He travelled in a special Pennsylvania Railroad car.

04/06/1947 Ottawa Journal

Ottawa Terminal

Plans of Railways.

Railway companies today estimated that some 45,000 people would be coming to the Congress by train alone. Operating staffs of Canadian Pacific and Canadian National are adjusting and revising schedules and bringing additional rolling-stock to the district from every part of Canada.

To date the Canadian Pacific has arranged for putting into service at least 30 special trains on lines converging on Ottawa and still more may be made up subject to later attendance reports.

Yards near the site of: the old Broad street station are being cleared of freight traffic and will be used by the CPR for passenger coaches. Visitors to the Congress from certain areas will be taken directly to the Broad street yard to avoid congestion at Union Station, and special arrangements are being made by the Ottawa Electric Railway Company for their transportation to Lansdowne Park and central parts of the city.

05/06/1947 Ottawa Journal

Ottawa Terminal

1,000 Railway Cars Will Be Used For Congress Visitors

MONTREAL, June 5: The Canadian National Railways will set up hundreds of sleeping, dining cars on its sidings in Ottawa to accommodate some of the many thousands of delegates who will attend the national Marian Congress June 18-22. O. A. Trudeau, assistant passenger traffic manager, said today.

It is expected that more than 200,000 delegates will travel to Ottawa and more than 1,000 coaches, sleeping and dining cars will be used to accommodate them.

C.N.R. Prepares Trains For Marian Congress

The greatest mass movement of people by the Canadian National Railways in many years, the handling of tens of thousands of persons to Ottawa for the Marian Congress, will begin on June 10. O. A. Trudeau, assistant passenger traffic manager, said here yesterday.

Transportation arrangements made by the C.N.R. include operation of 42 special trains to accommodate 30,000 persons from the Maritime Provinces, Quebec and the eastern section of Ontario. Other specials and extra sections of regular trains will carry thousands of visitors from other parts of the country.

More than 200,000 are reported to be going to the Canadian capital city to attend the congress, and because of the shortage of hotel accommodation, the Canadian National Railways will set up hundreds of sleeping and dining cars on its sidings in Ottawa as a "rolling hotel" to house its travellers.

In preparation for the tremendous traffic, more than 1,000 coaches sleeping and dining cars will be manned and ready to be pressed into service at various strategic points on the system.

The C.N.R. Central Station will handle 8,000 persons on eight special trains, according to arrangements completed up to yesterday. In addition, many of the local intercity Montreal-Ottawa trains are expected to be operated in extra sections.

14/06/1947 *Ottawa Citizen**Ottawa Terminal**Marian Congress*

Arrangements for the Marian Congress

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Of 50 trainloads of 1,000 persons expected during the four days. 23 will arrive on June 22nd within the space of five hours. City officials will run a belt tram line from a special railway station to Lansdowne Park. This will be the "Day of Consecration." with parades, special sermons and a program of religious music featuring solos by the Dionne quintuplets.

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20/06/1947 *Ottawa Citizen**Ottawa Terminal**Marian Congress*

Special Trains Bring Thousands to City

5,900 In Morning

Pilgrims Jam Union Station

The greatest influx of visitors in Ottawa's history was in full swing at the Union Station today, where only this morning, 5,900 Marian Congress pilgrims were brought to the Capital in seven special CN and CPR trains.

Beginning at eight o'clock this morning the specials began rolling into the station, disgorging hundreds of lay and clerical visitors. Boy scouts, girl guides, and representatives of Catholic parish organizations.

Young And Old

Young and old - the pilgrims came, clutching suitcases, handbags or lunch boxes, and wearing Marian Congress emblems or waving flags. They moved in solid throngs through the outer concourse and jammed the station proper to capacity. Directions were shouted, maps were scanned and the crowds moved into the city via taxis, street-cars and buses.

As one train-load moved out of the station, railway officials braced themselves for the next arrival. Between times this morning a half-dozen bright new garbage cans were added to the station's interior, for tons of refuse dropped.

A pilgrimage organized by Le Cercle Lacordaire of Quebec city was the first to check in, arriving at 8.10. President Noel Berube led his 400 compatriots into the station

One hour later, a special 16-car Canadian National train brought 1,480 additional visitors to the Capital. These too, were from Quebec city and were organized by La Garde Champlain.

At 11.20 practically the whole town of Maniwaki headed by Father Castonguay parish priest, came marching into the Union station. The Maniwaki people were transported to the Capital by an eight-car CPR special.

Next in turn came a party of Catholic boy scouts from Montreal, carried in a 13-car special. Another 13-car CP special carrying boy scouts rolled in at 11.55. These lads were from Place Viger.

Arriving at one o'clock was a party from Joliette diocese. They had occupied nine railway cars. Scheduled for 3.45 this afternoon was another group from Grandmere, Que.

In between specials, activity at the station was heightened by the arrival of regular trains. Today's schedule calls for 12 regular CN and 19 regular CPR trains. Peak On Sunday

Railway officials say the peak traffic will not come until Sunday. Even the old Broad street station will be pressed into service on Sunday (22/6) by CPR. with 17 special trains coming in. Fifteen thousand are expected by CPR on this day.

Meantime CN trains keep thundering into Union station, bearing thousands of pilgrims. At least 20 special trains will arrive at the station between midnight tonight and early tomorrow morning.

For a time this morning the station looked like the center of a boy scout jamboree. Approximately 1,000 of the lads, largely from Montreal, came in on two specials. They sang and waved and then marched in formation into the inner concourse. Greeting the boys were Paul McNicoll, Ottawa diocesan scout commissioner and J. L. Houle, Montreal scout commissioner.

Hundreds Of Students

Hundreds of students poured into the station, usually in charge of priests or nuns. For some time the Chateau Laurier was taxed to capacity when a great crowd of young students swarmed through the station tunnel and swarmed all over the hotel lobby.

Most colorful arrivals were two members of the Papal Zouaves Guard. They were dressed in the traditional grey uniform, trimmed with red pantaloons, white spats and kepis. The main body of Zouaves arrives Sunday.

Station officials were coping with the unprecedented crowds in magnificent fashion. There were no accidents and the traffic generally flowed smoothly.

With most of the pilgrims being from Quebec, the predominant language in use at the station was French. Roles were reversed when even the "mangled" French of reporters was called into play in the giving of directions.

Each succeeding crowd seemed vested with a happy, festive air. They were coming to attend a solemn religious event, but they had not need of solemn faces.

The visitors chatted gaily with one another and occasionally broke into song.

Local citizens present in the station, stared with mouths agape at the great crowds. They had seen nothing like it in Ottawa's long history. Said one Ottawan: "I heard talk about 200,000 coming to Ottawa and now I can well believe it."

Consensus of transportation men in Ottawa was that from here in. "the rush is on."

21/06/1947 *Ottawa Citizen**Ottawa Terminal**Marian Congress*

83 Trains Bringing 75,000 Here Sunday

To see congress finale

Huge crowds arrive today

Union station was "bulging at the seams" this morning as ten special trains brought more pilgrims to the Marian Congress. By this evening the special and regular CPR and CNR trains will have landed nearly 35,000 visitors.

However, tomorrow is expected to be a much larger rush when some 75,000 pilgrims are expected on 83 special and regular trains.

Asked to Defer Sunday Departure

In view of the exceptionally heavy volume of railway traffic developing in Ottawa for home-ward bound movements from the Marian Congress on Sunday, night, railway officials recommend that all passengers who conveniently can, delay their departure until Monday or Tuesday would be well advised to do so. .

Visitors Advised To Delay Leaving

In view of the exceptionally heavy volume of railway traffic developing in Ottawa for homeward-bound movements from the Marian Congress on Sunday night, railway officials recommend that all passengers who conveniently can delay their departure until Monday or Tuesday would be well advised to do so.

Trains Stream out of Capital

More than 80,000 Marian Congress pilgrims left Ottawa during Sunday and the early hours today, carried to homes in all parts of Canada, - though mainly to Quebec points on 80 long, packed-to-the-doors trains.

Railway officials said the Congress rail, passenger movement was the largest in the history of the Capital.

Passing of the procession of the Blessed Sacrament final, event of the week's religious activities, was the signal for an all-time record in Ottawa crowds to descend upon the Union Station in a single mass movement. In their thousands, the visitors jammed into the "Rideau street bottle-neck", while special squads of railway, RCMP and city police prepared to get them to the trains in the fastest possible time.

Careful Planning.

The results of careful planning of outgoing traffic paid big dividends. Eighteen CNR and 11 CPR special Congress trains, as well as the regular 22 outgoing Sunday night trains, were filled speedily and virtually without incident. Regular trains ran in two and three sections. Many of the CNR trains stood on sidings behind the Besserer street, post office and the station power plant. Constables at the station's main entrance asked those seeking admission where they were going, and diverted all whose trains were not leaving from lines with in the station itself.

As a result, though the station was jammed to normal holiday proportions with, outgoing visitors, the crowding in the building was not nearly as serious as had been anticipated. The fact that five CNR trains took on passengers in Ottawa East where a platform had been built and 18 CPR trains carried approximately 18,000 passengers away from the Broad street yards also eased the outward movement of the Capital's overflow population. Some trains also took on passengers at the Isabella street and Island Park Drive sidings.

In the grey morning light early Sunday, the first of 18 CPR special trains reached the Broad street yards from Mont Laurier, Que. The passengers marched to Albert street where they were whisked away to Lansdowne Park on street cars that were awaiting them.

Other trains came in from Grandmere, Newport, Lachute, Lorette, Cap de la Madeleine, Maniwakl, Renfrew, Chalk River and other points.

At the same time, trains were arriving by both CNR and CPR at the Union Station from Quebec and Ontario points and adding their thousands of passengers to the swelling population. Between 4 a.m. and 10.30 a.m., 19 trains arrived.

Long before daybreak Rideau street and Connaught Place were teeming with visitors.

Spend Night at Station.

The crowds pouring into the Union Station soon found that Ottawa already was practically "bursting at the seams". An estimated 1,000 visitors already in the city spent the night in the station, sleeping on benches, snoozing in every nook and cranny that would afford a seat for a weary body.

Marian Congress officials looking after accommodation for pilgrims said that in many cases, the persons spending the night "the hard way" had made no attempt to get rooms and apparently had come to Ottawa with the full intention of spending their nights in the station, or on the nearest available park bench.

First-aid posts maintained by the St John Ambulance Brigade were kept busy in the station throughout the day and handled nearly 130 cases, nearly all were exhaustion, brought on by too much excitement and lack of proper food. Cases of cut hands, caused by broken soft drink bottles, and blistered heels were numerous.

An ambulance in charge of Superintendent F. J. Spindler was at Broad street yards to assist in handling infirm or ill passengers.

At the Broad street yards, trains occupied by organizations remained there throughout the day, serving as headquarters for the visitors. City "flusher" trucks were used to provide a water supply for the coaches.

At the Union Station, 30 CPR constables and three sergeants were under Inspector, George Mahoney of the Investigation Department. Inspector W. E. Graham, two sergeants and 14 constables, as well as 12 RCMP constables, joined them. In handling the tremendous flow of traffic.

It was remarked by rail officials that the great majority of pilgrims to the congress were women.

The station at 11 p.m. presented a picture of fatigued men, women and children, wearily tramping through the concourse to trains, almost dragging the handbags and lunch baskets they had been lugging wearily, in; some cases, for days. Many slept awkwardly on waiting room benches, or sat sleeping on suitcases.

In the upper section, just inside the main entrance, a group of Papal Zouaves applauded while one member walked on his hands the length of the corridor, smoking a cigar.

"It's an old Zouave custom", remarked another, when asked what the performance represented.

Mass Exodus as Congress End

Probably the greatest mass exodus of people from a city since the evacuation of Paris before the German onslaught in 1940 transformed the Ottawa Union Station last night into what might be termed a replica of the "Black Hole of Calcutta."

The station's concourse and platform were "packed to the rafters" with thousands of Marian Congress visitors returning to their homes in all parts of Canada. Thousands more waited patiently with their suitcases outside the station, while jam-packed street cars steadily augmented the milling crowds.

With the temperature soaring in Ottawa's first real heat wave, the Congress visitors wedged into the station, almost shoulder to shoulder. Police, railway authorities and members of the St. John Ambulance Brigade averted what might have been a complete shambles in the station by efficient direction of the growing multitude, and quick action in hundreds of calls for first aid.

Two first aid stations manned by St. John Ambulance Brigade nurses under the direction of Ernest Villeneuve. Mrs. Irene Arpin and Mrs. M. Hanson, wrestled with hundreds of cases of fainting, blisters and heat exhaustion. The efficient work of the Brigade, which soon used up all available first aid supplies under pressure of incessant demand, treatly alleviated the distress of victims of heat and excitement.

The crowds were regulated by some 30 city constables, RCMP constables and CPR police who breasted the incessant tide of travellers keeping order and regulating the number of people who could safely be allowed into the station at one time. Only those whose trains were due to leave the station within the next half-hour were allowed to enter. Others had to content themselves with tired vigil outside until their trains were ready.

A steady departure of special trains began early in the evening from Broad Street station and the freight yard as well as Union Station. Towards midnight, the trains were packed to the doors with passengers as those who had lingered near the repository at Lansdowne Park to watch the fireworks display hurried to the stations.

After midnight, trains left the stations only minutes apart as hurried train crews wiped away perspiration.

Police reported that many of the people who had bean out in the dazzling sun all day attending the final phase of the great Marian Congress showed the effects of the heat by docilely following directions. This aided authorities in their efforts to keep control of the mighty crowd, and there was a conspicuous lack of confusion on all fronts.

Zouaves Give Display

Groups of Pontifical Zouaves, attired in their heavy woollen uniforms, made a colorful but uncomfortable-looking picture in the great crowd. A party from a Val leyfield company relieved the strain of waiting by putting on a gymnastic exhibition in a tiny clear space in the mob which jammed the upper concourse.

The smooth operation of the trains leaving in quick succession was due mainly to the efficient management of the station staff under the direction of CPR and CNR traffic experts sent from Toronto and Montreal to supervise the movement of this great mass of people. Throughout the peak rail traffic period of the week-end, there has been neither accidents nor confusion.

In addition to police personnel assigned to direct the crowds at the station entrances, many plain-clothes officers circulated continuously through the throng, keeping their eyes open for pickpockets and petty thieves.

Most of the travellers were people who had come from Montreal aboard 83 special trains yesterday for the last day of the Congress. Second largest group waiting in the station was from Pontiac county.

Crippled Pilgrims

A large number of crippled Congress pilgrims who arrived soon after 7 o'clock yesterday morning at Broad street station from Montreal in a special train staffed by 25 members of the St John Ambulance Brigade were among those who were first to leave for their homes. They were taken under the supervision of Brigade members and nurses to the Broad street siding where they boarded another special section for the return trip. The movement of people in wheel chairs, and the assisting of those with crutches, into the cars, was carried out with great efficiency, and with the minimum of confusion.

After the first crush of the crowd had dissipated as the special trains streamed out of the station, the exodus became a little slower. The Union Station, however, was packed for hours after midnight, and, by five o'clock, nearly 80,000 people had been handled by exhausted officials.

Many more Congress visitors preferred to wait until late today to travel, hoping that the first rush for the trains would be over.

Greater Ottawa Scheme is up to Municipalities

50-Year Program Outlined

Huge Industrial Areas Designated

Final plans for the Ottawa of 1975 show elimination of cross-town tracks, a new passenger station south of Billings Bridge, and 6,596 acres of industrial area on two sides of the Ottawa river. These plans were revealed today by Fred Bronson, chairman of the Federal District Commission.

In discussing the Ottawa of Tomorrow, Mr. Bronson also hoped that some day, all the transportation systems of Ottawa and Hull would be amalgamated into one, and that the Ottawa Electric, the Hull Transportation company, and the Eastview Bus company, just to mention three, would all be blended into one.

Mr. Bronson emphasized early and often that these plans committed nobody to anything, they were not mandatory, and would only be workable if all parties agreed. By all parties he included the federal government, the provincial governments, and the various municipalities on both sides of the river.

The new plan, which has the blessing of the National Capital Planning Committee (which is endorsed by the Federal District Commission) and which has caused no specific objection from the railways, has been more than year in the making.

Main Features

Outstanding features include:

1. Location of Ottawa Union Station a quarter mile east of Bank street, off Walkley road, which in its turn is two miles south of Billings Bridge.

2. Elimination of all cross-town tracks including:

(a) CNR across Bank street.

(b) CPR tracks over Alexandra Bridge to Hull.

(c) CPR tracks past Dow's Lake.

3 Creation of five industrial areas. The total of 6,596 acres is distributed as follows: Township of Gloucester 4,054

Township of Nepean 958

Township of Templeton 1,213

Township of Hull 262

City of Hull 109 ,

6,596

4 Creation of a freight terminal which would penetrate as far north and west as a point close to the present Rideau Military Hospital, and would be used for trucking tracks, and the handling of "LCL" (or less than carload lots) freight.

5 Realignment of a semi-belt line to be operated by both railways, which will skirt the city, and permit through trains on both railways to operate straight through the city, instead of all around it.

New River Crossing

6 Creation of a new river crossing for the railways east of Rockcliffe airport, and west of the town of Orleans, over across the Duck Islands to join the North Shore line at East Templeton.

7 Cut out the Broad street yards, the roundhouse in that area, and eliminate the railway tracks through Hintonburg.

8 Cut out all railway operations between the Rideau river and the Union Station.

9 Give a new lease of life to Nepean township through the creation of an industrial area in that sector. 10 Ipso facto this means the elimination of industry along the Hull waterfront, and the conjectured move by at least one big industry down-river to a new site.

"This," said Mr. Bronson, "is the day to which I have long looked forward. This is the day I have been wanting to happen for quite a while."

He pointed to two maps, one showing the city of Ottawa as it is now, with its network of cross-town tracks, and the other showing the Ottawa of tomorrow.

28/04/1953 *Ottawa Citizen**Ottawa Terminal*

Article on removal of cross town tracks:

<http://news.google.ca/newspapers?id=aNowAAAIBAJ&sjid=Wd8FAAAAIBAJ&pg=3784,6161887&dq=railway+l+railroad+l+train+l+cnr+l+cpr+-bride&hl=en>

10/06/1955 *Ottawa Citizen**Ottawa Terminal*

With picture.

The slick streamliner Super Continental of the Canadian National Railway was brought into Ottawa by push button yesterday. A joint project by the Federal District Commission and the Canadian National Railways has resulted in a million dollar installation down at the Union Station. Here some 28 miles of railway track in the Ottawa terminals are now all controlled from this panel. here's No. 2 coming in from Bells Corners while everybody tries to help. Standing: left, Austin Cross, Citizen, G.T. Dunn, CNR superintendent, Alan K. Hay, general manager, FDC; and silas Wass, railway consulting engineer for the FDC. Seated is operator J.R. Sine.

05/07/1961 *Ottawa Citizen**Ottawa Terminal*

New Routing For Trains In NCC Plan

Further steps in the National Capital Commission \$21,500,000 five - year railway relocation program will be taken tomorrow and on Friday.

The program is to be completed by 1965, including a new Union Station at Hurdman's Bridge just off the Queensway.

Tomorrow, the last CNR train will pass over the Loretta Street-Bronson Avenue section of that line west of the Bank Street yards. Use of the yards will be discontinued later for Queensway construction in that area.

On Friday, the first CPR train will use the Walkley Road diamond provided by the NCC for linking the CPR Prescott line with the new Ottawa joint terminal facilities.

M. Zagerman and Son Limited has been awarded the contract by the NCC for demolition of the Preston Street bridge overpass of the CNR line to make way for the Queensway. That company, in submitting the best of four bids will pay the NCC \$2,250 for salvaged material. The demolition job will be carried out without delay.

Will investors climb on board commuter rail plan?

An ambitious plan to connect the National Capital Region by a commuter rail system using old or abandoned rail lines has attracted the attention of foreign investors who have agreed to the first step in a feasibility study.

Moose Consortium envisions building a privately financed rail system with six branch lines stretching to Bristol, Wakefield and Montebello on the Quebec side, and Arnprior, Smiths Falls and Alexandria on the Ontario side. The system would be connected interprovincially by the Prince of Wales Bridge which crosses the Ottawa River at Lemieux Island.

In a letter of intent on July 1, a consortium of investors with ties to China, India, Singapore and elsewhere, agreed to offer "financial resources" and "technical expertise" to move the project forward. But no amount of money will be promised until investors have had a chance to review Moose's ground work, said Mir Ali, president of Consortia N.A., which partnered with LeMine Investment Group on the letter of intent.

The consortium of foreign investors has given itself 120 days to determine whether the project is solid enough to begin a full feasibility study.

"To move forward on a project of this size we need backup information. What's the population? What's the condition of the tracks? What are the agreements with the track owners? There's a whole lot of things that need to be in place," Ali said.

"We are also skeptical. It's a very good project, technically. Connecting all the communities is well and good ... (but) It's a long shot. It won't happen overnight. It has a lot of challenges."

Moose - the name comes from Mobility Ottawa Outaouais: Systems and Enterprises - is the baby of Joseph Potvin, a 58-year-old economist who views the unused rail lines as an untapped resource. In 2011, he sat down with four friends to brainstorm.

"We looked at a map of existing railways and said, 'Here's what we have. What can we come up with?'"

Potvin's vision is for the system "400 kilometres of tracks and 50 stations" to be completely privately funded. Commuter rail increases property values, the theory goes, and a portion of that increased value would be used to finance the railway. It's a modern version of how railways used to be financed, he said, with towns paying the railway company to build a station and provide access. Raising the money privately sidesteps much of the red tape involved in running a railway in the National Capital Region, with its multiple levels of government and jurisdictions.

But the outside-the-box business model has had trouble attracting interest. Ian Lee, a professor at Carleton University's Sprott School of Business, likens it to "snake oil."

"I'm a numbers guy and I look at how many people there are and I can't see the numbers adding up," Lee said.

"It's not that I'm opposed to mass transit, but it's very, very expensive. They say it's going to drive up the property values so much it's going to pay for itself.

No, it's not"

Rail companies typically have enormous capital expenses, Lee said, with around 20 per cent of their revenue going to maintain their tracks and rolling stock.

"We're talking billions of dollars. Not millions, billions," Lee said.

Moose has additional problems with some of its lines: The tracks to Bristol, Que., were removed several years ago while the line north of Wakefield was plagued by the washouts that permanently sidelined Wakefield's steam train.

Nor has Moose made friends with the City of Ottawa after complaining to the Canadian Transportation Agency when the city ripped out tracks at the Ottawa end of the Prince of Wales Bridge during LRT construction. The city isn't about to turn the bridge over to a private company.

"The City includes the rail line over the Prince of Wales bridge within its Transportation Master Plan (TMP) as part of the longterm transit network," said Vivi Chi, the manager of transportation planning, in an email to the Citizen.

"This northerly extension of the Trillium Line to Gatineau will need to be developed at a future date because as per the TMP, the City's current priority is the first two stages of the Confederation Line and the Trillium Line extension to Riverside South. The City has not received a detailed service plan from Moose to review at this point."

And yet, it's the cross-river link that Moose's new investors see as key to the project, said Ali of Consortia N.A.

"It cannot be done unless there is one section that economically makes sense to take it up first," he said. "That is from Gatineau to Bayview. It's also the most expensive one because the Prince of Wales bridge requires \$50 ... \$60 ... \$70 million in capital expenditure."

Despite the obstacles, Potvin remains undaunted. People in the National Capital Region didn't give up on railways, he said. The railways were stripped away in the 1950s-era redesign by urban planner Jacques Gréber. Potvin sees a future commuter who rides into downtown Ottawa from Arnprior, heads up to Wakefield after work for a show at the Black Sheep Inn, then heads home to Arnprior, all by commuter train.

"Rail did not fall out of use," Potvin said. "Rail was taken out of use."

"I'm an economist. It bugs me when I see perfectly valuable resources sitting there unused."