

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 Sappers 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.

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*

A RAILWAY BELT LINE.

MR. J.W. McRAE'S SCHEME - STATED AND CRITICISED

The Railway Projects Workshops Engine House and Sheds- Freight Stations - Consideration on the Subject.

From the end of the tracks now laid on the spur line of the Canada Atlantic railway, 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. In this valley there is a sheet of water - backwater from the canal - extending about two-thirds of the distance from the bridge to the starting point above defined, and on the south side of it a flat area of land, very suitable for railway construction. The line would cross Bank Street very near to the north end of the bridge over the canal, thence along the edge of the exhibition grounds bordering the canal. This would require the removal of some of the back sheds which could be erected elsewhere, and in view of them there would be the advantage of landing cattle and other freight directly from the trains. The line would then cross the canal and the Gloucester road on to the flats of the Rideau valley and swing around at a convenient distance from the Rideau River to the intersection with the Canada Atlantic Railway, and thence as direct as practicable to the central station. One difficulty on this route is the crossing of Bank so near the end of the bridge that's the grade of the street could not be altered - it is about nine feet above the level of the canal. To overcome this inconvenience the grade of the railway at this point should be as low as practicable and the street carried over both the railway and canal by a fixed bridge with approaches of earth embankment; the grade of the street would commence near the entrance gates to the exhibition grounds, and its rise needs not be more than one in twenty or twenty-five at most. This would make a fine approach to the city, but the cost would be considerable.

ALTERNATIVE ROUTE PROPOSED

Commencing as before at the end of the Canada Atlantic spur Line on the east side of Dow's Lake and following the shore of the lake to the canal; thence across the canal and the government land on the south side of it into the Rideau valley, crossing Bank street road a quarter of a mile, more or less, beyond the exhibition grounds; thence down the valley at such a distance from the river as would suit the grades to the intersection of the Canada Atlantic Railway; thence swinging round into the central station.

The cost of constructing either of these lines would not be great, but the latter would cost the least.

The Ottawa and Kingston line should be located to join this line at a convenient point before it reaches the Bank street road and the line throughout should be double track which costs less to construct than two separate lines while no more land is required for right of way for a double track than a single track. High prices would probably be asked for the land but to prevent extortion an Act of Parliament might be obtained next session for this line, and the general Railway Act provides for the expropriation of the land.

There is a possibility of two more railways entering the city. The Montreal (Vaudreuil) and Ottawa, and the Ottawa Waddington and New York. These would probably come in nearly alongside the present Canada Atlantic railway.

WORKSHOPS, ENGINEHOUSE ETC.

That part of the spur line south of the road crossing by St. Louis dam and along the east side of Dow's Lake, would be a very convenient place for the engine and car sheds, workshops and yard for making up lumber trains, as it is the nearest eligible position to the mills; and as all that part on which the lumber is piled is not eligible for dwelling houses, the two or three cross streets running to the lake might be closed up. The space, however, would be rather contracted for such extensive works as Mr. Booth contemplates unless the filling up of the lake to a considerable breadth was continued to the canal. This would cost a considerable amount for which the railway company by might be compensated by exemption from taxation for a period of years.

There are eligible sites for most extensive workshops and yard on either of the belt lines above described. But provided a belt line is constructed, it would so relieve the traffic passing through the city, that it would be immaterial where the workshops, etc. are placed. I perfectly agree with Mr. Booth that 50 acres is not a high estimate for such works and the yard as contemplated, and that this should be outside the city all together free from any road crossings whatever, and not near any dwellings. The trade for the city would be just as good with these a mile outside the limits. But if a belt line is not constructed it becomes a serious matter whether these works are to be on the west or east side of the city. If on the latter, then we shall be but slightly relieved from the lumber train nuisance. From every point of view, the belt line is an absolute necessity, and the only means of getting over all difficulties.

THE FREIGHT STATIONS

The position of the station for heavy freight depends so much on the location of the new line of railway that it can only be referred to in a general way.

The original location of the station for the Canada Atlantic railway, along the east side of Elgin Street and for which the land was secured, was well chosen for both a passenger and freight station, but the bridge across the canal should have been placed in a position for the trains to run directly into the station without crossing Elgin street, and there they should have stopped, then gone back to a point on the line west of the Rideau River, and constructed the railway to the Chaudiere on the route suggested for the belt line, which would have cost less than the present line and avoided all the difficulties that have occurred from the blunder of the present location.

19/12/1892 *Ottawa Journal**Ottawa Terminal*

Ottawa as a railway centre - article with map.

THE SURVEY BEGUN

ENGINEERS AT WORK ON THE C.P.R. CANAL STATION SCHEME

The Survey to Determine the Cost of the Project - What the Work may Mean to the City - Van Horne Making ready to go Ahead.

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.

It is understood that as soon as the plans of the new route for the railway with a depot at the foot of the locks is completed the company will ask the corporation of the city in the shape of a bonus to carry the scheme to completion.

The present survey is looked upon generally as an indication that Mr. Van Horne intends carrying out what he outlined in his letter to Mayor Durocher some weeks ago.

The engineers now running the lines are from Montreal. They had a consultation with City Engineer Surtees some days ago with regard to the work, and Mr. Surtees supplied all the needed information with respect to plans and maps of the locality in his possession.

When the news got around today the expression was general that Mr. Van Horne must mean business as he would not go to the trouble and expense of making surveys just for the fun of the thing. He would not, it was argued, have anything to gain, therefore the survey means to Ottawa something more than a mere scheme.

When the present survey is completed Mr. Van Horn will compute the cost of the work with a vehicle bridge combined, when he will again meet the city council special committee and the amount he would expect the city to give.

Then if the council votes the amount asked for, the work will go ahead.

14/02/1893 *Ottawa Citizen**Ottawa Terminal*

C.P.R. ENGINEERS ON OTTAWA

They are Surveying the Route for the new Entrance of the Road.

Mr. J. G. MacGregor, civil engineer of the C.P.R., and a staff of a assistants, came to Ottawa last Tuesday and have been quietly engaged since then in making a survey of the route of the proposed new entrance of the C.P.R. into the central portion of the city. Mr. MacGregor, in conversation with a Citizen reporter stated that the object of the survey was to ascertain whether it is feasible to tunnel Parliament Hill or to skirt along the side. The work would involve considerable labor from an engineering standpoint and it is more than likely he and his staff would be engaged at it all next week.

"After going over and examining the proposed route," said Mr. MacGregor, "I think it will be unnecessary to tunnel Parliament Hill, as the road can doubtlessly be run along the banks, but it looks as if Cliff street will have to be tunneled, as it would be very difficult to skirt the bank at that point. This would be a comparatively easy undertaking, and would no doubt be of advantage to the work of construction inasmuch as a considerable quantity of the material taken out could be utilized in some heavy fitting required at the foot of Bank street."

Mr. MacGregor is also deputed to make an estimate of the cost of the proposed bridges from the foot of Division Street in Hull to Nepean Point and across the foot of the locks.

17/02/1893 *Ottawa Citizen**Ottawa Terminal*

THE SCHEME OF THE C.P.R.

The Location of the Proposed Bridge may be Changed.

The preliminary survey being made by the staff of engineers of the proposed new approach of the C.P.R. into Ottawa, bids well to last for several days yet, as it is understood instructions are now being received from head quarters to survey several proposed routes for the entrance of the railway to the city.

Yesterday the staff were engaged for a while at the foot of Bank Street, and it was ascertained on reliable authority that it was for the purpose of making an estimate of the construction of a bridge across the river at that point, and running the track from there westwards over the proposed route to the present station.

By this means the company would avoid bridging the canal, which would be necessary in the event of their crossing the river at Nepean Point. If this change is adopted, the proposed station at the foot of the locks would be erected at the foot of Bank Street.

Mr. McGregor, the engineer in charge, although naturally reluctant in disclosing the instructions received from headquarters, stated that it would be a favorable place to cross the river at Bank street, but a difficulty would be encountered in procuring suitable quarters at that point for a station. It would be very hard to get a desirable approach to the station, as the level of the street would be a great deal higher than the level of the bridge. However, he intended forwarding the details to the head office in regard to a bridge at either of these points, and the company could then choose whichever scheme they considered more advisable.

As to the rumour regarding the abandonment of the road on the north side of the river, Mr. McGregor stated he did not think there was any foundation for it. If this was the intention, there would be little likelihood of the company erecting a bridge across the Ottawa river at all.

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 --Page 1.

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.

BIG WRANGLE AT CITY COUNCIL

OVER A LETTER OF THE ONTARIO AND QUEBEC BRIDGE CO.

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

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

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

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

Ald. J.C. Enright was the seconder.

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

Leader of the Opposition.

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

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

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

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

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

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

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

The Request of the Company.

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

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

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

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

The Position of Hull.

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

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

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

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

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

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

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

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

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

Give Upper Town a Show.

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

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

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

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

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

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

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

The other members of the council voted nay.

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

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

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

ONTARIO AND QUEBEC BRIDGE CO.

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

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

No bonuses have been asked from either government or city,

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

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

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

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

CYCLISTS TO CROSS FREE

On the Proposed Interprovincial Bridge Between Bank St. and Hull

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

THEY WILL ASK FOR THE BRIDGE

Ratepayers Endorse it at a Public Meeting

A COMMITTEE NAMED

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

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

(long list of those present omitted)

Mr Fraser explains.

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

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

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

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

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

A Question of Advantages.

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

An Honest Scheme.

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

Mr. Poupore Explains.

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

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

A resolution in Support.

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

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

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

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

Object to a Perpetual Charter.

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

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

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

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

A Committee Appointed.

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

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

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

IN FAVOR. OF BANK ST. BRIDGE

THE MEETING IN THE CITY HALL LAST NIGHT

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

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

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

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

Prominent ratepayers noticed in the hall were:

(list omitted)

Speaking Begins.

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

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

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

Not an Opposition Bridge.

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

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

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

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

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

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

Mr. Holland Explains His Position.

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

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

Pontiac's M. P.

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

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

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

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

A Resolution Submitted.

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

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

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

Toll Bridge vs. Free Bridge

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

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

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

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

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

Mr. Cook's Amendment.

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

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

The resolution was then carried.

A Committee Appointed.

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

18/03/1898 Ottawa Journal Ottawa Terminal Ontario and Quebec Bridge

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

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

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

22/03/1898 Ottawa Journal Ottawa Terminal Ontario and Quebec Bridge

OPPOSITION
To a Charter for Bank Street Bridge
THE OTTAWA ELECTRIC RAILWAY MAKE A BIG KICK

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

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

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

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

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

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

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

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

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

The Minister of Railways and Canals,

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

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

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

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

Another Opponent.

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

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

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

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

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

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

28/03/1898 Ottawa Citizen Ottawa Terminal Ontario and Quebec Bridge

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

29/03/1898 Ottawa Citizen Ottawa Terminal Ontario and Quebec Bridge

BILL WAS NOT REACHED.

Ontario BridgeCompany's Application Does Over for a Week.

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

THE BANK STREET BRIDGE.

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

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

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

04/04/1898 *Ottawa Journal**Ottawa Terminal**Ontario and Quebec Bridge*

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

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

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

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

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

ONTARIO-QUEBEC BRIDGE.

The Consideration of the Bill Again Deferred.

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

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

THE BRIDGING OF THE OTTAWA

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

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

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

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

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

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

A Reason for Refusing.

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

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

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

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

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

The bill was therefore postponed until the next meeting. :

THE BANK STREET BRIDGE.

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

When last year the Hull Electric Railway Co. asked permission to use the Chaudiere bridge, the Railway Committee refused it because the bridge was too narrow and too much congested aa it was, and several membars said, " let the Hull Electric railway people build a bridge of their own." They have acted on the hint. They ask only the necessary charter; they ask no subsidies whatever ; they offer to make the use of the bridge free to pedestrians and cyclists; and, that they may not interfere with the earning powers of the interprovincial bridge,they have agreed that their bridge shall not be used for the passage of steam cars. Is there any possible reason, therefore, why their application should be rejected ? The people who favor the building of this bridge miy not be as active in lobbying for the granting of the required charter as its opponents are in lobbying against it. but they have a right to expect that the Railway Committee will give its first care to the furtherance of public interests.

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

They Want it in Hull
Hull Despatch

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

*14/04/1898**Ottawa Journal**Ottawa Terminal**Ottawa and Quebec Bridge*

BANK STREET BRIDGE DEFEATED

BILL THROWN OUT BY THE COMMITTEE THIS FORENOON

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

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

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

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

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

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

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

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

Sir Charles' Support

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

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

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

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

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

The Vote.

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

(details omitted)

Yeas - 35

Nays - 60

The bill; was therefore defeated

BRIDGE BILL KILLED.

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

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

NO BRIDGE

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

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

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

CENTRAL STATION

Mr. J.R. Booth States His View of the Position

PARRY SOUND ROAD HAS AN EXCEPTIONAL RIGHT

Lease Must be Construed Only by the Courts

He Does not Think That the City's \$50,000 Bonus Should be Rubbed Into Him, and is Willing to Return it.

There appeared in The Evening Journal some days ago an article commenting on the disputes between the several railway companies respecting the lands of the canal reserve. This article stated that the Booth roads were monopolising the station grounds and the entrance thereto, by blocking other railways. That the Parry Sound and Canada Atlantic Company have established upon these grounds a freight shed of their own but object to any other railways building freight sheds upon the same grounds; and The Journal contended that the city council should object to the erection of freight sheds by any company, and should insist on the whole site being reserved for passenger traffic.

Mr. J. R. Booth was seen by a Journal representative subsequent, to the printing of the foregoing article and he complained that the matter had not been fairly stated by The Journal and that the questions at issue between the several companies were not generally understood.

Publication of Mr. Booth's statement has been delayed in order that, he might revise it himself, so that there should be no mistake about the contents.

"It has been stated," said Mr. Booth, "that we have been acting unfairly towards the Ottawa and New York Railway. Now I wish to deny that emphatically. We have never refused to the Ottawa and New York Company or to any other company free and reasonable access to the Central passenger station. We have always expressed our willingness to negotiate with them for terms, and in case we could not agree upon the terms and conditions, then we were willing that the same might be settled by the railway committee of the Privy Council.

"In the first place, the Ottawa and New York Company insisted that the C.A.R. Company should be compelled to give them running powers over their tracks from Hawthorne into the city, about 5 miles. This we were willing to give upon the payment of a reasonable sum for the privilege allowed, but we stated that the New York Company had no right whatever to demand running powers over our road upon their own terms, because while their company was subsidized by the government and the city, the C.A.R. Company never received one cent of subsidy from the government or from the city of Ottawa, and should not be asked to relieve the New York Company from the usual expense of building their own railway or from paying a reasonable sum for the use of our railway. The O., A. & P. S. railway has a lease from the Crown of certain portions of the Rideau canal reserve, and whatever rights may have been granted under that lease, and they are not many, they are clearly stated therein, and there is no reason why we should be compelled to abandon our rights to the New York company or to the C.P.R. company merely because they wish to occupy the position which we have been first to acquire. We are certainly entitled to use the lands mentioned in our leases for all the purposes of our railway that are not excepted by the terms of the same and the Ottawa New York company as well as the C.P.R. company are only entitled to an entrance over our tracks, along with other roads to the Central passenger station, and this privilege has never been refused to them. The C.P.R. stated that it was not reasonable that a large and powerful company such as theirs should be the tenant of the O., A. & P. S. company, and thereupon they, and the O. & N. Y. company made an application to the railway committee of the Privy Council asking that our leases might be cancelled and that the lands might be held by the government for the purposes of the several railway companies as station grounds. This was an unreasonable demand, and the railway committee refused it; yet we at once consented that both those roads might bring their passenger trains to the passenger station over our track upon terms which were then agreed upon - which terms will govern the traffic until permanent terms shall be arranged by the railway committee.

"In your paper I have been blamed for putting up a freight shed in front of certain lands which the New York company purchased. The expression is used that the Parry Sound company knifed the New York company in that respect. This is quite untrue. The Parry Sound company have an absolute right to use these lands for all the purposes of their railway, and they have a perfect right to use the surplus lands for freight purposes, under the provisions of their lease, but other companies are only permitted to have access to the passenger station, and besides there is no room upon the grounds in question to handle the freight traffic of all the roads that may enter. And the place selected for our freight depot was determined upon and plans therefor completed more than a year before the N. Y. Co. ever thought of using our ground. For a number of years the government and the citizens of Ottawa have complained about our company shunting across Elgin street and Bank street and to avoid such shunting over the streets and to have a clear passage way for our freight were the principal objects we had in view when we obtained a lease of the canal reserve. Having obtained certain rights on the Canal reserve, there is no good reason why other companies should attempt to prevent our using these lands for the purposes for which we rented them by threatening to expropriate portions of the lands to be used with adjoining lands for their freight purposes. They would have to shunt back and forward over our tracks, and in addition, they would close up the only streets accessible to the station grounds. The C.P.R. has already a freight station at the Chaudiere and another freight station on Sussex street. For many years past these stations were considered sufficient for all the business they carried on here, and if not, there are ample grounds round the city available for freight purposes, without crowding in upon one small piece of ground which has already been secured by another company.

"Any person who chooses to took over the grounds will admit that the freight shed which I have erected is located in the best and only suitable position for the freight business of that station and if I can believe the general expression of the public, it is a great advantage to the business men and the shippers of the city. But why should I be compelled to give up to a competing company the property which we have acquired?

"If we have not acquired it" said Mr. Booth emphatically, "the matter, can easily be determined in the courts, in which our leases must be construed.

"It is quite true that I have taken strong grounds against the claims put forward by the C.P.R. and the O. & N.Y. companies for a joint ownership of these lands, and so far I have been right and certainly my contention has been sustained by the railway committee.

"You ask the Question. 'Why should not other roads have the same privileges as ours with regard to freight?' and I reply that the ground in question is not sufficiently large to accommodate the freight business of all the railway companies, and in addition thereto the other railway companies have no more right to ask that we should give them freight privileges than that I should be compelled to abandon my present railway terminals. The leases have, been granted to our roads and surely I cannot be blamed for protecting the property which we have acquired and which has cost us very dearly.

"I pledge myself to give to the citizens of Ottawa a first-class passenger station, and that I never will at any time block or attempt to block any railway company desiring access to that passenger station. All that I ask is a reasonable, fair rental from the several roads for the privileges they will certainly enjoy.

"It is true the city of Ottawa granted a bonus to assist in the erection of a central Union passenger station, but your statement respecting the amount is not correct the bonus granted was \$50,000, and not \$76,000, as stated by you. I do not wish to appear, ungrateful to the people of Ottawa, but I cannot but express my regret now that that bonus was ever given. It has been cast up to me again and again. If the city of Ottawa would receive that bonus back again I would willingly pay it back and build, the same station without it, nor would the public suffer one cent. Montreal gave a million dollars to the Grand Trunk railway for a station, and is giving now a site in the heart of the city for offices; the C.P.R. was similarly bonused there, and I may be pardoned if after bringing five hundred miles of railway to Ottawa and facing a large expenditure to make a great railway entrance into the city, I dislike to feel that the bonus of \$50,000 given for the station is something I should always be on my knees for."

Mr. Booth proceeded to say that in the published report of the discussion before the railway committee the Journal, had been unjust towards Mr. Booth and his counsel. Mr.

Osler.

"Mr. Osler had stated that the New York Company had nothing whatever to do with the question whether the Parry Sound Company had broken its agreement with the Crown or not. Why should this expression be termed insolent? Surely the government are quite capable of enforcing their own

agreement, and with respect to that agreement the New York Company has nothing whatever to do"

The reporter reminded Mr. Booth that the minister of railways had used the expression that the Parry Sound Company had "trespassed on its agreement with the Crown."

"What Mr. Blair meant by that was that the Parry Sound Company should have submitted the plans of its freight stations to the minister of railways before they were erected. Whether we were bound to do so or not is open to argument. We do not believe that such was the intention, but whether it was or not, it was not a question that the Ottawa & New York Company had a right to complain about, because even assuming that the minister of railways had to approve of the design and material of the freight sheds he certainly had not to approve of the location, or situation of the freight sheds upon the grounds."

In conclusion, Mr. Booth referred briefly to the extent of the Canada Atlantic and Parry Sound systems and asked whether an organization of that kind, centering in Ottawa, doing its business here, maintaining hundreds of employees and endeavoring to further Ottawa interests did not deserve a generous judgment from the people of the capital. Opposed to it in the present instance was a road which held, not an employee in the city, was not spending a dollar here, a limited enterprise of 60 miles, now in the market to the highest bidder. The public interest would surely be better served by relying on the roads which had proved their strength and independence and were large factors in Ottawa's welfare."

"I have never at any time," concluded Mr. Booth, "asked any favors from other railway companies, but have vigorously and independently completed the system which I have centered to Ottawa against the most trying opposition of older and larger companies and there is no reason why I should be compelled to give up any of the privileges I have been successful in obtaining simply for the purpose of enabling a competing company to obtain an entrance into the city without doing as I have done - building its own road." -

20/09/1898 Ottawa Journal Ottawa Terminal

The streets today are filled with visitors. Every train coming in brought hundreds of visitors to the city.

The great rush was at the CPR union depot, when about 2,900 passengers were landed in the city. The Prescott train, which is the first to arrive in the morning, brought a large crowd. Following this came the special train from Apple Hill with about 300 passengers. Then there was the Brockville mixed, with two extra cars and the regular Winnipeg train from the west with ten cars, or four more than the usual. Altogether about 2,900 came to the city by those lines of the CPR.

At the Central Depot the rush was unprecedented at so early a date in the fair. The special from Hawkesbury brought in 18 car loads containing some 1,400 and the Boston eight cars crowded to their utmost. Six hundred people came to the city over the line of the OA&PS Railway.

The Montreal and Ottawa CPR line brought in on the special and regular trains about 500 passengers.

The Ottawa and New York brought to the city from Cornwall and intermediate points some 750 people.

The total of all arrivals today amounts to about 6,000 people. By boat and other means of conveyance several thousand more came in. This far exceeds the number who arrived in the city on the Tuesday of Fair Week last year. There were no special trains on this day last year and very little rush to the city from any points. The street cars are taxed to their utmost capacity carrying the passengers to the grounds.

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.

24/01/1899 Ottawa Journal Ottawa Terminal

IT'S A BIG TERMINAL COMPANY

Details of the Scheme Laid Before the Civic Railway Committee

SCHEME WHICH IF CARRIED OUT WOULD BOOM CITY PURCHASE OF LARGE BLOCK OF LAND INVOLVED

ALSO A MAGNIFICENT CENTRAL DEPOT

ALL RAILWAYS CENTERING HERE ARE BEHIND SCHEME

A "REAL BIG THING"

The mystery as to what the civic railway committee discussed last week at that private meeting is not a mystery any longer.

To-day the Journal, secured the details of the scheme which Chairman Davidson laid before the committee last week under promise of secrecy.

When a few days ago the Journal published an outline of the proposal which was all that could be secured then, it credited a member of the committee with saying that while he could not give away what was done at the meeting he would say that "the scheme was one of the biggest things Ottawa had yet heard of."

The scheme is a big one, and if it goes through Ottawa, will have something to blow about.

The scheme is one in which all the railways entering Ottawa are interested, it is nothing less than the formation of a private company which proposes to buy up the rights of the Canada Atlantic, Parry Sound, Canadian Pacific and Ottawa and New York railways to the central depot facilities, and then operate the terminal, charging each railway company according to the number of trains handled daily.

Large Land Purchase.

The scheme also includes the purchase of a large quantity of land. As the Gatineau Valley Railway and the Pontiac and Pacific Junction Ry. will use the central depot as soon as the Interprovincial bridge is built, a considerable quantity of land will naturally be required, especially as the terminal company proposes to handle the freight of all the roads mentioned, charging them on the basis of quantity handled.

The Terminal Co's idea is to buy up all the property from the government reserve at the canal west to Nicholas street, clean from the Deep Cut down to Besserer street and from Besserer up to Mosgrove street. From Mosgrove street westward to the Central depot the land would be purchased right up to Rideau street, giving a frontage on Rideau street from Mosgrove street to Sappers' Bridge. This would as will be seen make a very large block of land, sufficient to accommodate large freight sheds, many tracks, etc.

The Terminal Co. proposes to continue the excavation of the canal bank commenced by Mr. Booth right to Nicholas street, thus giving 400 feet to used for railway tracks, etc. With few exceptions there are no houses of any account facing the west side of Nicholas st. From Besserer to Theodore street with the exception of the cold storage building, which it is proposed not to disturb, there are only a couple of rows of old frame tenements. South of Theodore street between Theodore and the Cut there are several good brick houses, but not many. The expense of buying or expropriating the land will be lighter than most people would think.

A magnificent union depot will be erected by the Terminal Company if the scheme goes through, a building that would not be second to any in Canada.

The Journal's informant states that the Terminal Company is composed of directors of the various railway companies and that the Canadian Pacific were the original suggestors.

The facts as outlined above were laid before the civic railway committee, but as they could not see that the committee had anything to do with the scheme they referred the company to the city council.

The Journal was told to-day that Mr. D'Arcy Scott was to have represented the Canadian Pacific Company before the committee, but was called away to Toronto on business,

Developments will be watched with interest.

OTTAWA'S PROPOSED TERMINAL COMPANY

Ald. Scott, the Originator of the Project, Explained it at Length to the Civic Railway and Lighting Committee Yesterday. Scheme to be Reported to Council with a Recommendation that Companies and Government be Interviewed.

The railway and lighting committee discussed the terminal company project yesterday afternoon, and came to the conclusion that it is all that has been claimed for it - one of commanding and not easily exaggerated importance to the city of Ottawa. Ald. D Arcy Scott, with whom the idea originated, explained it at considerable length. The object is to build a passenger depot that all the railway companies may use in common, together with the provision of sufficient accommodation for all the freight leaving and entering the city. Ald. Scott wants the city to assume entire responsibility and full control, but, barring the preference, he would have the directorate formed of representatives from the various railways interested, the civic corporation and the government. An extensive plan, showing the terminal facilities now possessed by Mr. Booth's roads, was submitted. It also showed the entry into the city of the other railroads along the canal reserve.

What Should be Done.

Ald. Scott, in opening up the subject, said that the Booth lines occupied 15 acres of land on the canal basin, for which he paid the government \$1,100 a year. But according to the terms of the lease, Mr. Booth was not permitted to have freight sheds upon it. "I think it is advisable that all the lines should have freight sheds in the central part of the city. My idea is that a terminal facilities company should be formed, as it would be best both for the city and the railways. The land south of Besserer street and west of Nicholas street as far as the deep cut could be obtained very reasonably, and could readily be adapted to the uses of the tenants of the company, which I have in mind. The various freight sheds might be located on Besserer street, and the passenger station on Rideau street, between the Sappers' bridge and Little Sussex street. The N.Y. & O., the C.A.R. and the O. & P.S. now come into the city without meeting with a level crossing. In order to avoid having any level crossings whatever the city could grant permission to close up James, Court and a small portion of Wilbrod street. I should advise making Besserer street, between Little Sussex street and Nicholas street, the northern bounry of the company's property."

"I think," continued Ald. Scott, "that the city should make a move in the matter, because it would be a good thing not only for Ottawa but for the companies interested. The city should be the moving factor in establishing the company; private interests should be sedulously excluded. I don't want to see the city accept this undertaking with an idea of making money out of it, although even that could be done if thought desirable. If left to individual interests I would suggest that it be governed by a board of management composed of representatives from each railway and with one or perhaps more representatives from the city. Not only the railways entering the city at present, but other lines that may touch Ottawa in the future, should be allowed all the advantages that the company may afford on certain fixed terms. I have no doubt but that Mr. Booth will consent to an amicable arrangement when shown that freight facilities can be established in this part of the city. For relinquishing his rights to the city, Mr. Booth should be dealt with fairly, even liberally."

Mr. Booth's Attitude.

"There is no doubt that the railway committee, in case Mr. Booth is not willing to accede to the city's demands, will give permission to use Mr. Booth's right of way to about Osgoode street in order to allow the company access to private property. The terminal company will have to make arrangements with the government for freight in addition to the passenger facilities, and, when this is accomplished I have no doubt but that Mr. Booth will surrender his rights. Under any circumstances Mr. Booth will have to be dealt with for that poition of his road between Ann and Osgoode streets. As matters stand to-day Mr. Booth can be crowded out to-morrow from using the land he now leases from the government as far as freight is concerned.

"The city now has power to take stock in railroad companies. But I am not aware that It enjoy similar privileges in regard to terminal companies. If the city has not the power, I think it can bo obtained from the Legislature. A company such as the one proposed can be incorporated by the Dominion Government. The railway companies obtain their charters from this source, and I am unaware of any objection to a terminal company being incorporated by the Federal government. The money necessary to carry out the enterprise can be raised upon bonds, the city getting credit in stock for the streets that will have to be closed up. Mr. Booth should get credit for any privileges he surrenders.

The Accommodation Offered.

"No estimate has as yet been made of the cost of carrying out the terminal project as outlined. Each company using the passenger station and, freight sheds should be charged a proportionate rate for the privileges involved on a wheelage basis - so much per car. The amount raised in this way would be sufficient to pay the cost of management, the interest on the bonds, etc. The city's representative and the railroads representatives will meet together and form a board of management. The board will elect a president and settle upon a general manager, who will be independent of the railroads. The general manager will be permitted to appoint his own servants. These servants should be those of the terminal company, and not those of any individual railway, so that all the roads will get the same terms. When a new railroad comes in an arrangement will be made so that a number of shares can be given to the new-comer. Any new road can then pay on the same basis as those already using the company's facilities.

Only Scheme Worth While.

"Unless some scheme of this kind is consummated," asserted Ald. Scott with emphasis, "I am convinced that we shall never have a central station in Ottawa where all railroads can come in on equal terms. Without appearing to dictate, I should suggest that the committee present this matter to council, asking for authority to confer with the management of the various railroad companies with a view to securing their views upon the scheme. I think that never was the time more propitious for securing to the merchants and the travelling public the best shipping faciities and the most convenient means for leaving or entering the city. My idea is that the city council should take the initiative step in securing so great a desideratum. Providing the railroads are agreeable, such an enterprise should be successful. The government might like to have a representative on the board of management, because a good deal of government land will be utilized. There cannot possibly be a better yard or station anywhere on this continent than the ones proposed. And this because the entrance is right in the heart of the city and owing to the entire absence of level crossings along the approach. There will be no money made out of the project so far as the city is concerned: I would not advise that it be run along money-making lines, although I feel certain that, ff necessary, it could be so operated."

Aldermanic Opinions

Not much general discussion took place.

"I don't think it advisable," remarked Ald. Campbell, that the city should take any stock in an enterprise of this character and magnitude "

"I fear," responded Ald. Scott, "that if the project is left entirely in the hands of the railway companies there will be too many jealousies to make the arrangement pleasant to all concerned. There is a station at St. Paul run along the lines indicated."

"Are there any in the Dominion?" asked Ald. Massen.

"The Union station at Toronto is run by the C.P.R., and the G.T.R. jointly," pursued Ald.

Scott. "A general manager is appointed who is not the servant of either line."

"Would it not be well to have some estimate as to the probable cost?" queried City Solicitor McVeity. "That might enable the council to consider the matter more intelligently."

"It would be almost impossible to get an accurate, even an approximate, estimate," explained Ald. Scott. "As to the matter of freight sheds, for example it might be thought well to erect two buildings, one for outgoing and one for incomiig freight, or, again, it might be deemed advisable to have separate freight sheds for the accommodation of the various lines."

The Committee's Decision.

The committee formulated the following declaration in regard to the subject under consideration:-

"That your railway and lighting committee is of tle opinion that the formation of a terminal company, composed of the Municipality of the City of Ottawa and the different railway companies whose lines run into the city of Ottawa, or whose lines may at any time hereafter run into the city of

Ottawa, to acquire, manage and govern terminal facilities, both passenger and freight, where all railroads running into the city would have equal rights, would be of great and lasting benefit to the City of Ottawa.

"That the scheme be reported to council with a recommendation that this committee be authorized to interview the different railway companies whose lines at present run into the city and the Dominion Government to ascertain whether they would be willing to join such a company and to take any necessary preliminary steps in the formation of such a company.

"Your committee further suggests that, should a terminal company as above be formed, it would be in the interests of all parties concerned that the city of Ottawa, the Dominion Government, as well as all the railways in connection with said company have the privilege of electing a director or directors forming a board having the running or supervision of the Terminal Company."

27/01/1899 Ottawa Journal Ottawa Terminal

A TERMINAL RAILWAY STATION.

The proposition which Ald. Scott has before the civic railway and lighting committee differs from the existing condition in two things.

The existing condition is that the Booth system has the terminal rights as to passenger traffic, subject to giving, other roads accommodation on certain conditions. The new idea is, first that these terminal rights shall be transferred to an independent company composed of representatives of all the railways and of the city; secondly, that the canal bank shall be made the freight as well as passenger terminus of all the roads.

The proposition looks inviting from its completeness and compactness. There is no difficulty about working terminal companies satisfactorily. Ald. Scott quoted the Union station in Toronto and the St. Paul station as examples. A still more notable sample exists in Boston, where the Great South Railway Station, the largest in the world, was opened on the first of January by the Boston Terminal Company composed of trustees representing the several railway corporations which furnished the funds, principally the Boston and Albany, and the New York, New Haven & Hartford. : The city co-operated with the railway companies by re-arranging the street system about the station, at an enormous cost. Twenty-eight railway tracks enter this great terminal station which will be used by 710 passenger trains a day.

If cities like Boston and St. Paul and Toronto find advantages in a joint terminal arrangement, Ottawa is not likely to go far astray in believing that the arrangement has advantages. This in fact was what most people contemplated when the Central Station was first mooted. The rulings, too, of the railway committee of the Privy Council in the differences arising between the Booth roads and other companies have affirmed the principle that all roads are entitled to accommodation at proportionate rates of payment. It does not seem much further to go to shape the matter as Ald. Scott proposes.

If Mr. Booth were to agree to the scheme, he would surrender a control which is undoubtedly of material value to his roads. On the other hand he would doubtless gain advantages from the freight terminus. At present he may lose the freight accommodation he has at the Central Station, and certainly will not get more. But nevertheless be entitled to a large compensation for the pioneer work he has done in opening the way to the Central Station. We mean that over and above the actual expenditure he has made, he is entitled to a big consideration in cash or in stock in the terminal company in recognition of the fact that he planned and inaugurated the whole terminal possibility.

There is objection to any one road jutting down freight sheds and blocking streets along the canal bank, for but a partial accommodation to the business of the city, but if all the railways can unite to reserve the eastern canal bank from the Central Station to the Deep Cut, and concentrate there the freight business of the city, the public advantage would more than offset the drawbacks

27/01/1899 Ottawa Journal Ottawa Terminal

MR. J.R. BOOTH IS SILENT

He Refuses to Say Anything About The Terminal Company

Mr. J.R. Booth was asked today to make a statement for publication about the proposed terminal company. Mr. Booth refused to make any statement.

TERMINAL CO. SCHEME IS A GREAT ONE

ENDORSED BY R. & L. COMMITTEE

Details Explained Yesterday by Ald. Scott.

PRACTICALLY THE SAME AS ALREADY ANNOUNCED IN JOURNAL

Purpose is to Have the City as Well as the Railways Take Stock in Proposed Company

At the meeting of the railway and lighting committee yesterday afternoon the plans of the proposed terminal company were laid on the table by Ald. D'Arcy Scott, who stated, that the scheme was one which, if carried out, would benefit the city to an enormous extent.

Those who attended the meeting were Chairman Davidson and Ald. Raphael. Campbell, Starrs, Slinn, Masson, and His Worship the Mayor. The plans presented by Ald. Scott was the only business considered. It showed the terminal facilities now occupied by Mr. Booth and those occupied by the other roads. It was also explained that Mr. Booth had the use of these for \$1,100 per year, which was thought by the committee, to be a very low rental.

Ald. Scott explained that the question of giving terminal facilities to the other roads had been disputed before the railway committee several times, and his opinion was that the city should take the matter up, for by so doing it would be able to secure one of the finest central stations on the continent. He explained that at present Mr. Booth, although handling freight on the ground now occupied by him, had no right to do so and might at any time be prohibited by the government. This would be a great hardship to Mr. Booth and would also be detrimental to the city as it was in the interest of the city to have freight sheds in a central locality.

Details of the Scheme.

Ald. Scott then laid down his idea as regards the forming of a terminal company as follows: That a terminal company should be formed of the railways entering the central depot and the corporation, each to hold an equal share of stock in the company and have representatives on the board of directors. The city would have the privilege of sending representatives to this board which would elect their president and appoint a general manager, who would have full control of the management of the terminal company and would have servants under him, who would be paid as employees of the company. Each railway company entering the central station would pay a rental on a wheelage basis, thus giving a revenue, which would pay for all expenses in connection with the management of the terminus. It was suggested the city should raise the money for their stock in this company by issuing bonds, the interest on which would be paid out of the revenue derived from the terminal company. Arrangements would be made in the case of any new road coming in, the railway companies would give up a portion of their stock in this company to the new road, so as to place it on an equal footing with the other roads.

Ald. Scott! also explained that at present the city only had power to take stock in railway companies and would have to get power from the government to take stock in the terminal company. The new terminal company would have to make a new arrangement with the government, as at present the companies occupying the central depot site had no power to handle freight on that property. The proposed new company would have the right to handle freight and passengers. Mr. Booth would have to be well remunerated for his share in the property, as he at present held the property by lease. The matter of entrance; for the railways. Ald. Scott stated, had been one long, disputed, and he believed that nothing could be done until the city took a hand in the matter and formed a company on the basis outlined above.

The railway committee of the Privy Council had thrown out suggestions of this scheme, and he thought that the sanction of the government would be forthcoming if steps were taken in that direction. He accordingly asked that the chairman of the railway and lighting committee should bring the matter before the council and ask for authority to confer with the railway companies to see if they would agree to the scheme.

Ald. Campbell Approves.

Ald. Campiell thought that the plan would be an excellent one if it could be carried out so as to cause no loss to the city, and asked Ald. Scott if it was the intention to run it on money making lines.

To this Ald. Scott replied that he would suggest that it should not be run on money making lines, but that the company! should be managed so as to pay all expenses.

Ald. Masson enquired if anything had been done to ascertain the likely cost of such a scheme.

Ald. Scott replied that nothing had been done as it was thought necessary to see if the railway companies would consent to being parties to the scheme before making any estimates.

City Solicitor McVety stated that it would be a good idea to have an estimate of the original cost and what the running expenses would be before going further.

Ald. Scott replied that it would be impossible to state the cost of running expenses until it was ascertained what facilities the railway companies would require.

Endorsed

The following resolution was then passed by the committee:

Moved by Ald. Campbell, seconded by Ald. Starrs, "That this Committee is of the opinion that the formation of a terminal company, composed of the municipality of the city of Ottawa and the different railway companies whose lines run into the city of Ottawa, or whose lines may at any time hereafter run into the city of Ottawa, to acquire, manage and govern terminal facilities, both passenger and freight, where all railroads running into the city would have equal rights, would be of great and lasting benefit to the city of Ottawa.

"That the scheme be reported to council with a recommendation that this committee be authorized to interview the different railway companies whose lines at present run into the city to ascertain whether they would be willing to join such a company.

"And to take any necessary preliminary steps in the formation of such a company.

"Your committee further suggests that should a terminal company be formed that it would be in the interests of all parties concerned that the city of Ottawa, the Dominion government! as well as all the railways in connection with said company, have the privilege of electing a director or directors forming a board, having the running or supervision of the terminal company."

It's a Big Scheme.

The property now occupied by Mr. Booth consists of two hundred feet along the canal bank from the head of the Deep Cut to Maria street bridge, where the property widens, and includes all over to the Granite works and up to Besserer street. The new company it is proposed should acquire the property along the canal right through to Nicholas street from the head of the Deep Cut up to Besserer street and the frontage on Rideau as far as Little Sussex. This latter would furnish a fine sight for a grand central passenger depot, while the other property would furnish first class accommodation for freight. Ald. Scott in outlining this plan showed that where the property included James, Wilbrod and Court streets, these streets would have to be closed up. He also stated that an application was before the railway committee of the Privy Council by the Ottawa and New York Railway Company to allow them to build a track along the side of the property now occupied by Mr. Booth up to the Granite Co.'s property, on which they had an option.

The proposed scheme if carried out, Ald. Scott stated, would give a railway entrance to the city without! a single level crossing, which was very desirable.

TERMINAL CO. NOT TO GO ON
MR. BOOTH WILL GIVE FACILITIES WITHOUT IT

The Railway Terminal Company scheme proposed by Ald. Scott some time ago, will not be carried out just yet. At a meeting of the railway and lighting committee on Thursday evening letters were read from the officials of the various roads. All with the exception of Sir William Van Horne of the C. P. R. expressed a willingness to meet and discuss the matter. The C. P. R. magnate however wrote that in his opinion such companies were unworkable.

Ald. Scott, who was unable to attend the meeting wrote that as he had had a conference with Mr. Booth and found that it was Mr. Booth's intention to give all the facilities which could be given by the terminal company, it would for the present at least be as well to let the matter drop. This suggestion was adopted and the committee will report to council accordingly.

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

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*

A RAILWAY PROPOSITION

SCHEME TO DO AWAY WITH SUBWAYS

Suggestion that the C.P.R. and C.A.R. Both Use Patterson's Creek

The C. P. R. has acquired a right of way along Patterson's Creek, and it is said to be their intention to build a branch line from Rochesterville to Ottawa East, thus doing away with the necessity of a long detour by rail to connect the lines entering the city on the western side with those entering on the eastern side. When the road is built the trains will pass along what is now the bed of the creek and will run under Bank and Elgin streets.

It is suggested that some steps be taken to have the C. A. R. and C. P. R. use the bed of the creek on equal terms and that the present right of way owned by the C. A. R. be disposed of. Some advantages of the proposed changes are that there will not be any necessity to construct subways on Bank and Elgin streets; some valuable land will be opened for settlement, and the Elgin street branch of the Ottawa Electric Railway can then be constructed without any trouble about crossing car tracks. It is suggested that the city council take the matter up and see what can be done to get the car tracks removed from the present location. The C. P. R., it is said, has been negotiating with the C. A. R. to secure the right to run over their tracks, and the C. P. R., it is said, is prepared to pay as much for the privilege as it would cost them to build their tracks down the bed of Patterson's creek.

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

RAILROADS NEGOTIATING

C.P.R. WANTS TO USE C.A.R. TRACKS

Mr. C.W. Spencer, general superintendent of the C. P. R., is in the city negotiating with the C. A. R. with a view to securing either a right of way alongside the C. A. R.'s right of way in Stewarton or else the right to use the latter company's tracks from the Chaudiere to Ottawa East. In the event of a failure to reach an agreement the C. P. R. will proceed to build a line along the bed of Patterson's Creek. Speaking to a Journal reporter Mr. Spencer said the C. P. R. was endeavoring to arrive at an agreement with the C. A. R. so as to do away with the necessity of cutting up Bank and Elgin sts. They would much prefer he said, to get a route that would not be objectionable to the people, and were negotiating with the C. A. R. for that reason. But they must have the line in order to connect their eastern and western roads at Ottawa, and they are prepared to build the proposed line along the creek in the event of a failure to reach an agreement with the C.A.R. When the line is completed it will accommodate the increased traffic from the west. This increased traffic will go down the Montreal and Ottawa branch instead of by way of Smith's Falls. The new connecting line will not divert the present amount of traffic that goes via Smith's Falls. The C. P.R. engineers and surveyors have commenced work on the right of way along Patterson's Creek and when it is completed they will be able to report the kind of crossings needed at Bank and Elgin streets.

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

ACROSS CITY

C.P.R. Company to Connect Its Lines Here.

SEEKING RIGHT OF WAY

Aldermen Oppose A Second Crossing on Bank Street Near Car Tracks

LAND BOUGHT

C.P.R. Ready to Connect Its Lines Here.

RIGHT OF WAY SECURED

It Extends From the Rideau Canal to Preston St. via Patterson's Creek

A number of recent transfers of considerable blocks of property in this south end led to inquiry, the result of which is to show that the C. P. R. evidently means business in its scheme to connect the Montreal and Ottawa short line by a branch across the city, with the C. P. R. main line. Practically the whole of the right of way has been secured, and a considerable amount of money has been paid over to owners of property in the district mentioned.

The contention of the C. P. R. people is that they were induced to acquire this independent right of way through the failure of negotiations with the Canada Atlantic company for the use of the Parry Sound line between the Central depot and the C. P. R. track, near Mechanicsville. At all events options were secured upon property lying between the Montreal and Ottawa right of way near the Rideau and the canal, opposite the mouth of Patterson's creek, along the north side of the creek to Bank street and thence westward to Concession. Bell and Preston streets, near the point of the Parry Sound crossing of the C. P. R.'s Prescott line. Then, these options maturing, it appears the C. P. R. people decided to conclude to purchase rather than forfeit the amounts of the options. And so there has passed into C. P. R. ownership a slice of the Clemow property at what was known as Powell's grove, as well as properties owned by Mr. H. N. Bate, Col. Sherwood, Mr. W. A. Allan, Mr. Pinhey, Mr. A. Anderson and others. The acquisition of this proposed right of way, it is now learned, was accomplished for the C. P. R. by Mr. J. Morrow, of Hawkesbury, who, it will be remembered acted in the same capacity for the company in connection with the entire right of way for the Montreal and Ottawa short line. The ability which Mr. Morrow evinced in these important transactions has evidently been brought into play in his dealings with the shrewd Ottawa property owners above mentioned, so that in any event the C. P. R. will not stand to lose by its latest real estate investments in the Capital. As the transactions now stand the C. P. R. is in a position to construct the connecting link without expropriation..

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.

04/12/1899 *Ottawa Citizen**Ottawa Terminal*

RIGHT OFWAY BOUGHT

C.P.R. Acquire Property at Patterson's Creek For \$16,00

During the month of November there were registered with Commissioner Pratt 59 transfers of land. Nearly all of these involved comparatively small amounts, the chief one being a parcel of land east of Bank street and lying to the north of Patterson's creek, belonging to Mr. H.C. Monk, which was sold to the C.P.R. for \$16,500. At this point Mr. Monk held twelve acres; a strip across the entire length, containing six acres, he has sold to the railway for its projected right of way. From the point where the Monk property ends midway between Bank and Elgin streets the railway will run across property owned by Senator Clemow, upon which it has an option, as far as Concession street.

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 Patterson'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. Mptreal 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 division. 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.

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.

05/06/1947 *Montreal Gazette**Ottawa Terminal*

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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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 Journal**Ottawa Terminal*

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. .

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

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.

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.

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.

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 within 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. Maniwaki, 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.

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 Walkely 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 Ipsa 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.

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+l+bride&hl=en>

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.

Pusli-Bullon Railroading In Ottawa

It's fun to play God to trains. Down at the station an alphabetical combination called CTC and worked with lights has the power to stop the Super Continental Limited, it can lie the Ottawa terminals in knots, it can control 400 people miles away, it can make two mile long freight trains meet effortlessly in a 40 below blizzard.

Centralized traffic control has come to Ottawa. Under the joint auspices of the Federal District Commission, which paid the shot, and the Canadian National Railway when [sic] operates the CTC board, a brand new train control for the Ottawa area is now a realization.

Now In Effect

It went into effect on Thursday afternoon in a small room at the Union Station, while Alan K. Hay, general manager of the FDC looked on with G. T. Dunn, superintendent of the Canadian National. Looking on knowingly also was Silas Wass, railway consulting engineer, FDC. J.R. Sine was the operator. He kept chattering with his key in morse to parties along the line.

To begin with, the Canadian National's crack train, the Super Continental, was rolling smoothly out in Carleton County some place. Her green gold and black contours were sliding through the June landscape.

But in a hot room on the second, floor of the CNR offices in the depot, were other officials trying to bring her in.

Thus all The Citizen had to do was to flip this or flick that, and for all her speed the "Super" would have to grind to a stop.

Push button railroading had come to the Ottawa terminals. This intricate system, ultra modern in design and as simple as pie, covers a large triangle bounded by Riverside, Hawthorne and Federal, and extends from Riverside to Hawthorne and from Hawthorne to South March,

Thus when No. 2 clipping through the bosky dells and cool pastures of Carleton County, the CTC was chaperoning this hot shot transcontinental all the way.

"Past Nepean," cried one, and a light came on.

"She's at Bells Corners," and another light came on.

"Federal," yelled an employe, as the Super Sneaked across the CTC board in lights.

Then came the yards and the bridge at Pretoria Avenue. In a minute or so it was possible to see her lights on the board then look out the window and see her back into the depot, right on the advertised time.

According to Walter Bowker, spokesman for the FDC, "the new system is an integral part of the FDC current railway location project to transfer CNR yard operations from the cross town tracks to new yards along the Walkley Road at the southern edge of the Capital."

It was further announced by William Gilbert of the Canadian National that the present cross town tracks right of way is being utilized for a cross town limited access highway, the "Queensway" which will run from the Montreal Road at Green's Creek on the east, to rejoin Highway No. 17 at South March west of the Capital.

Good progress on the new Walkley Road terminal was predicted by G. T. Dunn, superintendent. He said that an estimated 20 crews would sooner or later be working out of the new terminals on the Walkley Road in the near future. He prophesied that the new yard office might be ready by August 1. This he indicated, would mean the transfer of an estimated 25 men on the three different shifts. One of the passing tracks at Federal is to have a capacity of 105 cars while another at Bell's Corners will hold 108.

This new push button railroading is the beginning of the end for the Union Depot, even though it may take some years for the cramped old terminal to go.

Parking problems, said one observer, will automatically drive the passenger trains to Walkley Road.

"It's just a matter of time," he declared.

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.

01/05/1973 *Ottawa Citizen**Ottawa Terminal**NMST*

Brick wall route to Toronto

Workmen at the National Museum of Science and Technology had to tear out a brick wall and lay a special spur line to pull Engine 1201 outside in preparation for a trek to Toronto, where it is to be restored to its original condition. Once that is complete, it will be returned to Ottawa for tourist duty on a line to Wakefield, which is expected to be in operation within two years.

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."