

# Local Railway Items from Area Papers - Ottawa and Aylmer Bridge and Railway Co.

24/11/1894 *Ottawa Journal*

*Ottawa and Aylmer Railway and Br*

C.P.R. and O.E.R. Unite to Build an Electric Railway to Aylmer from Britannia

Right from Ottawa to Aylmer by electric cars by way of Hintonburg, Skead's Mills and Britannia, crossing the Ottawa river at Deschenes Rapids on a bridge that is to cost \$150,000. Such is the move the C.P.R. and the Ottawa Electric Railway have combined in.

The Journal got a hint of the scheme this morning. Mr. H.B. Spencer, superintendent of the C.P.R. and Mr. Ahearn, manager of the electric railway, being seen, admitted the Journal's information to be correct and further stated that all arrangements have been made to carry it out by next spring.

The plan is to run a track from the terminus of the Albert street line, to Cedar street in Rochesterville, over the Cedar street bridge to Hintonburgh through the heart of which it will run, afterwards traversing the property of the Ottawa Land Company, which is, in reality, the Electric Railway Co., down to the C.P.R. tracks near the river.

After crossing the C.P.R. tracks at a very advantageous spot, the electric line will continue its way on the C.P.R. property parallel to the C.P.R. tracks.

## ALONG THE C.P.R. PROPERTY

The electric line will pass through Skead's Mills and at Britannia will shear off just east of the C.P.R. station, cut through the village and strike the river just at the foot of the Deschene rapids.

As stated, the river will be crossed by an iron bridge which will also be used for vehicles, toll will be charged. By this bridge will be filled a want too long felt by the farmers on both the Quebec and Ontario sides of the river.

The electric line will land on the Quebec side near Conroy's mills where it will again enter the C.P.R. property and continue on its way to Aylmer. The C.P.R. to allow the Electric Co. to do the business that will pay have agreed to withdraw all of their "suburban" trains from Aylmer and Britannia to Ottawa.

The distance of the run is estimated at ten miles.

The road would be a sort of joint affair between the C.P.R. and Electric Railway.

## SURE TO PAY

Mr. Ahearn thinks the line is sure to be patronized and pay because it will tap so many important suburban points. The scheme will provide an easy way of giving Hintonburgh car service.

Mr. Spencer said the new road will be started next spring, as there is very little right of way to buy, or other arrangements to make.

26/11/1894 *Ottawa Journal*

*Ottawa and Aylmer Railway and Br Aylmer*

Electric cars every hour.

The decision of the C.P.R. and the Electric Railway Co. to build jointly an electric railway to Aylmer, bridging the Ottawa river at Deschenes Rapids, as outlined exclusively in the Journal Saturday night, has caused much favorable comment. Today the Journal secured details of the scheme.

It is the intention of the companies to start work in April and to have electric cars running to Britannia by the middle of May.

The bridge across the river will not be finished until sometime in July, but after that the cars will run to Aylmer. "Till they do, the C.P.R. will keep on their present steam service on the Quebec side of the river.

## CARS HOURLY

When the line is complete to Aylmer, the cars will run hourly between Ottawa and Aylmer, and intermediate points. A car will leave the terminus each hour, crossing somewhere near Britannia.

These cars will run from 6 o'clock in the morning until 11 o'clock at night. There can, therefore, be no objection to the time card by summer residents and others.

The cars will run all winter, the tracks being ballasted high like the tracks of the steam cars. The rails will be kept clear of snow in the usual way - by snow plough. If the traffic is blocked in any storm it will be after all the steam cars are snowed up. In the matter of keeping the cars going the energetic record of the electric railway should be a guarantee of constant running.

The cars used will be of the same pattern as those made by the Ottawa Car Co. for the Galt and Preston Electric Railway. 40 feet long with a 10 ft. compartment in front for mail, baggage and express parcels. The company expect to carry the mails along the line and will do an express business between the points of the road. Freight from Aylmer and Britannia will be carried by the C.P.R. in the usual way.

## HIGH POWER MOTORS

On the new line high power motors are to be used and it is calculated the distance estimated at ten miles will, including stops, be travelled in half an hour.

The cars will be housed in Ottawa, the last trip being made from Aylmer at 11 o'clock.

The intention of the company is to close up the present line from Aylmer on the Hull side of the river and throw all the passenger traffic from Aylmer to Hull and vice versa on to the Ontario side of the river. With the court house and jail removed from Aylmer to Hull the travel between these places will be much smaller than at present. Those who have to make the trip will get on the Ottawa electric car at Hull and be given transfers to the Aylmer line.

The price of tickets has not been arranged yet, but Mr. Ahearn says the fare will be very reasonable as the companies are desirous of encouraging suburban traffic.

## SUBSIDY FOR THE BRIDGE

The companies expect to get liberal subsidies for the bridge from the various governments as the bridge will be a boon to farmers living on both sides of the river and who, to cross now, have to drive round via Ottawa.

In case of any breakages on the road at any time to delay traffic, the C.P.R. will take up the service with steam engines.

Mr. Ahearn, speaking to the Journal today, stated that the scheme has been under consideration for the past 18 months. It is not something suddenly sprung to counter another scheme.

## WORKING TOGETHER

For a couple of years back the electric railway has been considering the scheme, but were not prepared to face the powerful opposition of the C.P.R., but now an amicable arrangement has been made and the two companies were working together.

07/12/1894 *Almonte Gazette*

*Ottawa and Aylmer Railway and Br*

The C.P.R. and the Ottawa Electric Railway Co. are said to have decided to build an electric railway from Ottawa to Aylmer by way of Hintonburg, Skead's Mills and Britannia., crossing the Ottawa river at the Deschenes Rapids on a bridge to cost \$150,000.

Also in the Eastern Ontario Review 14 December 1894

## THE OTHER SCHEME

When the promoters of the company were seeking the franchise recently before the committee of the Legislature, Mr. McOougal, Q.C., solicitor for the Company produced an Ottawa paper with a report of negotiations, which, it was said, were going on between Ottawa capitalists and the C.P.R. for the construction of an electric road from Ottawa to Aylmer by way of a bridge at Deschenes. Mr. Tait, assistant general manager of the C.P.R. who was present before the committee, got to his feet when this report was shown, and on behalf of the C.P.R. gave an emphatic denial to the story. Ex-Mayor Scott of Hull who was present, also said: "It is quite true that Mr. Tait denied the report, and, moreover, assured the committee that the information did not come from any person authorized by the C.P.R. to deal with such matters," Mr. J. W. McRae was asked last night what he thought of Mr. Tait's denial of any interest in the scheme being taken by the C.P.R. Said Mr. McRae. "Mr. Tait, if he said so, stated the case correctly. Financially the C.P.R. company is not to the remotest degree interested in the undertaking. Any statement to the contrary was entirely unauthorized."

16/05/1895 *Ottawa Journal**Ottawa and Aylmer Railway and Br*

The railway committee passed the bill incorporating the Ottawa and Aylmer Railway and Bridge Co. This is the bridge promoted by electric railway capitalists. The company are given power to build a line of railway from Ottawa through Nepean township to Britannia or Skid's Mills and thence across the Ottawa river by bridge. The company are also authorized to extend their lines to Hull and Aylmer and Fort Coulonge in Pontiac county.--

29/05/1895 *Ottawa Journal**Ottawa and Aylmer Railway and Br*

## THOSE BRIDGE COS.

## OTTAWA &amp; AYLMER COMPANY GETS ITS BILL THOUGH

Protracted Discussion This Morning Before the Railway Committee of the House of Commons

Quite a lengthy discussion was started by Hon. Mr. Ouimet when consideration of the bill to incorporate the Ottawa & Aylmer Railway and Bridge Co. was resumed before the railway committee today.

Mr. Ouimet suggested that the company should be compelled to construct its bridge so as to be suitable for the use of foot passengers and vehicles as well as electric cars. As the bill stood the construction of such a bridge was optional with the company.

The committee on division refused to amend the bill on the line suggested.

Opposition From Hull.

Opposition was offered to the bill by Mr. J.M. McDougall on behalf of the Hull Electric Railway Co. The Ottawa Company's bill provides that they may in addition to erecting the bridge build lines of electric railway from the Quebec terminus of the bridge to Hull and Aylmer. McDougall said these provisions meant that the proposed Hull line should be paralleled, and that this would practically kill a local enterprise (the Hull line. Mr. McDougall said he would not object to these powers being given to the Ottawa line if provision was made that before the extensions in the province of Quebec were the bridge and the Ontario portions of the system (Ottawa to Britannia) must first be completed.

This suggestion was: accepted.

The company was authorized to issue bonds to the extent of \$20,000 per mile of its branches and lines, though Mr. Mulock contended this was altogether too large.

The construction of the railway lines is to be commenced within two years and completed within six years and the bridge is to be commenced within four years and completed within eight years.

The bill as amended was reported to the House..

29/05/1895 *Ottawa Free Press**Ottawa and Aylmer Railway and Br*

At the Railway Committee this morning the bill incorporating the Ottawa and Aylmer Railway and Bridge company was finally put through. On the objection of the Hull Electric Railway, represented by Mr. J.M. McDougall, Q.C., an amendment was added providing that before the Ottawa company build any of their line in Quebec, they shall be obliged to have the bridge and the Ontario part of the line built. This, Mr. McDougall said, was a necessary precaution, as the company have power to build their line via Hull to Aylmer, and in any event the Viau line would be parallel from opposite Britannia to Aylmer by the line incorporated under this bill.

Mr. Mulock wanted the capital stock reduced from \$1,000,000 but this was lost on division.

Mr. Ouimet wanted it made compulsory for the company to let the bridge be used for carriage and foot passengers as well as railway, but this was objected to and lost on division, and the committee agreed to report the bill as amended.

30/05/1895 *Ottawa Citizen**Ottawa and Aylmer Railway and Br*

## Notes of the Session.

At the instance of Mr. J.M. McDougall, Q.C., representing the Hull electric railway, the Ottawa & Aylmer Railway and Bridge Company's bill was amended by the Railway Committee of the House yesterday so as to compel the company to build the Ottawa and Britannia branch and complete the bridge itself before building from Deschenes to Aylmer. A motion to amend the bill so as to oblige the company to construct a foot passenger and vehicle as well as a railway bridge was defeated.

01/06/1895 *Ottawa Citizen**Ottawa and Aylmer Railway and Br*

After recess the bill to incorporate the Ottawa and Aylmer Railway Bridge Company was read a third time.

11/06/1895 *Ottawa Journal**Ottawa and Aylmer Railway and Br*

The bill of the Ottawa and Aylmer Bridge and Railway Company was read a second time in the Senate yesterday.

11/06/1895 *Ottawa Citizen**Ottawa and Aylmer Railway and Br*

## THE OTTAWA SCHEME

A bill to incorporate the Ottawa and Aylmer Railway and Bridge Company was read a second time.

Senator Clemow explained that it was proposed to construct a line of electric railway from Ottawa to Britannia, and bridge the Ottawa River at or near the site proposed in the bill just read a third time. He had hoped it would be possible for the two companies to use the same bridge, but that had been found objectionable. It was also proposed at some future time to extend the line along the shores of the lake, affording an opportunity to the people of Ottawa to take advantage of the situation and convenience to build summer residences on the lake shore.

12/06/1895 *Ottawa Journal**Ottawa and Aylmer Railway and Br*

The Senate to-day passed the Ottawa and Aylmer Bridge Company's bill

THE BILL HAS PASSED

And Work on the Electric Railway to Aylmer Will Soon Commence

The Ottawa and Aylmer Railway and Bridge Coy's, Bill passed the Railway Committee of the Senate yesterday morning with a few unimportant amendments. The bill is promoted by the shareholders of the Ottawa Electric Railway Company, and the work proposed under the charter is to extend the line of the company to Britannia, where the river will be bridged to Deschenes, the line to proceed along the river front to Aylmer. It is understood it is the intention of the company to commence active operation on the construction of this line as soon as the present extension is completed.

13/02/1896 *Ottawa Free Press*

*Ottawa and Aylmer Railway and Br*

That residents of Ottawa will have the pleasure of taking a trip by electric cars to Britannia by the middle of July 1896 appears to be a settled point. The Ottawa and Aylmer Railway and Bridge Company, which is practically the same as the Ottawa Electric railway company, are calling for the supply of 120,000 hemlock, cedar or tamarack ties for the construction of an electric road from this city to Britannia and work will begin the first moment that the opening of spring will allow.

Two routes have been surveyed by Mr. Brophy. The one runs in a line with the new street recently opened through Hintonburg to escape the electric cars running to the Experimental Farm and will go direct along the river bank until Britannia is reached. The line runs north of Skead's mills and will give a beautiful view of the river from the point where it passes the C.P.R. bridge until the village is reached.

The other route surveyed is located south of the Richmond road a short distance in rear of the farm houses along this route. Skead's mills is passed and just this side of Cleary's hotel the line bends northward, crosses the C.P.R., and enters the village. Which route will be accepted depends upon the cost of land.

It has been stated that the road to Britannia will be in operation by the middle of July next. The line will, in all probability, enter the city by the Somerset street route.

Whichever route is accepted will be a most picturesque one and will be certain of heavy patronage. Later on the company propose constructing a bridge across the Deschenes rapids to Aylmer where the law respecting the running of trains between the provinces will permit Sunday cars and this is likely to develop a large summer travel on that day.