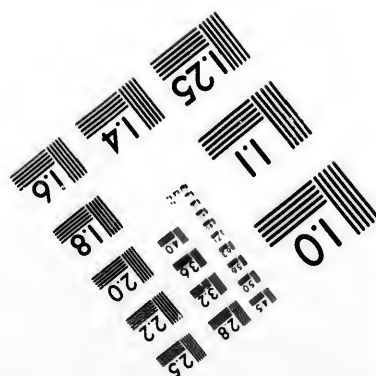
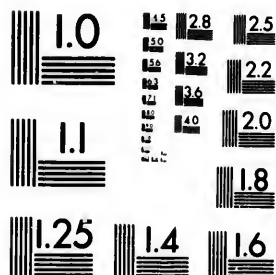
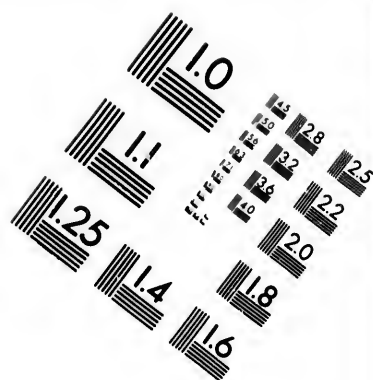


IMAGE EVALUATION TEST TARGET (MT-3)



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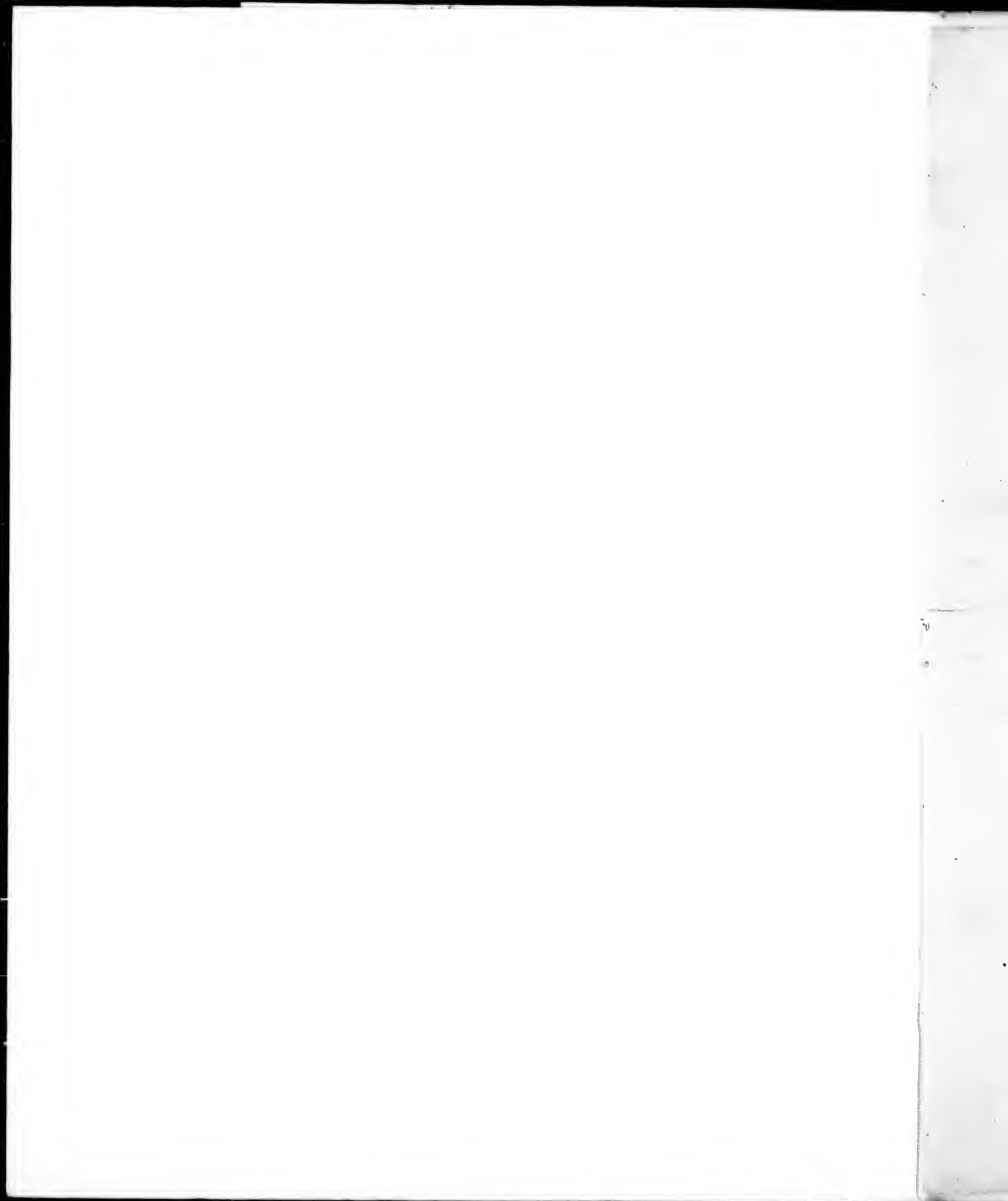
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Pontiac Pacific Junction Railway Co.

ENGINEER'S OFFICE,
CENTRAL CHAMBERS,

Ottawa, Dec. 15th, 1893.

DEAR.....

In anticipation of a By-law granting a subsidy of \$150,000 to the Pontiac Pacific Junction Railway Company, on condition of their building an Interprovincial Bridge at Nepean Point for railway and highway traffic, the latter being absolutely and forever free to everyone, permit me to set before you certain facts and explanations.

I think no one will deny the advantage which the city will gain by having a great railway and highway bridge spanning the Ottawa at Nepean Point and furnishing in the highway portion absolutely free and unimpeded communication between this city and the portions of Quebec north, east and west forever, and in the railway portion a guarantee that all railways shall share in its transport facilities at one uniform rate.

To business men it will mean an immediate concentration within the city limits of a large outlying trade and commerce and the putting into circulation half a million of dollars.

It will secure to the workman remunerative employment for several years and create a general stimulus to every trade and industry in the city. The spending of so large a sum of money cannot but have this effect and in such cases everyone shares in the benefit. While my company is desirous of seeing this bridge built and in operation, and obtaining a favorable vote from the city, for the reasons stated further on, yet allow me to remark, that it will do the city even more benefit than it will the Railway Company, and it is a bargain for the former which in the nature of things cannot occur again.

I think there can be no public work which appeals more strongly to every person in the city, than does this scheme.

The cost of such a structure undertaken by the city itself would certainly not be less than \$400,000, and should any company, outside of the railway companies, undertake to build it, they would certainly charge a considerable toll for crossing. It is however extremely improbable that any private company would undertake the work.

By taking advantage, however, of the railway piers and abutments, the city is enabled to secure this bridge for merely the additional cost of the work necessary in putting up the highway portion, viz., \$150,000. This money is not to be scattered over stretches of railway construction scores of miles distant from the city, nor will it do the Railway Company any but indirect advantage—the whole sum, as well as twice as much more, which it will be the means of bringing to the undertaking, will be spent directly in the city, and a considerable part of this half million will no doubt go straight back among the ratepayers themselves.

Why then, you may ask, is the Railway Company desirous of securing the bonus—if it is all to be spent on the extra construction of the highway portion, and if that highway, moreover, is to be free to vehicles and foot-passengers, thus depriving the railway itself of part of its traffic, where does the Company expect to benefit? Simply this, that without Governmental and other aid the bridge is practically impossible of construction;—not only that, but whatever aid is given, must, in order to become practically useful, be capable of being cited in furtherance of my efforts to obtain other aid, and must itself be capable of being financed.

It is from the effect which a favourable decision from the city will have upon these two elements of success, other aid and the facility of financing the scheme generally, that the Railway Company hopes to benefit—nothing else—and the Company is willing for this reason to give an absolutely free highway bridge to the citizens and to comply with the, in some respects, severe conditions exacted by the City Council, in return for the mere extra cost of construction involved.

If, however, the decision from the city is unfavourable and the bridge is built as a railroad bridge only, the opportunity for the citizens to secure a free highway bridge for any such money will forever pass away.

The bridge is intended to leave the Hull side of the river in the vicinity of the Hull convent, being almost directly opposite Nepean Point. Near the same spot will be the junction of the Gatineau Valley and the Pontiac Pacific Railways. They will both cross upon the bridge at an elevation over low water of fifty or sixty feet.

Reaching Nepean Point the railway on the Ottawa side is intended to skirt along the side of the cliffs till it reaches the foot of the locks, then passing up the east side of the canal go underneath the Sappers' and Dufferin Bridges and on to the Canal Basin. The highway portion will land about the level of the park and following along near the edge will join Sussex street.

The structure will rest upon the most massive piers and abutments, and high enough to allow large steamers to pass underneath the girders. These latter will be of steel designed for the heaviest railroad traffic. The whole will form an imposing and magnificent structure, as attractive to the eye as it will be useful to the business and pleasures of all.

To some, however, it appears that while the establishment of this bridge is most desirable, yet the finances of the city are not in a condition to warrant the expenditure, and that doing so will increase the taxation of every ratepayer.

To such I would offer a few words of explanation. Voting the bonus will cause no increase of taxation, and for this reason: The city rate for local purposes is established by Act of Parliament at 1½c. on the dollar and cannot be increased by voting the \$150,000. This rate must still remain as it is. The sources from which the yearly interest on the bonus would come are principally increase of population, growth of business and increase of property within the city limits, thereby giving a larger

revenue. The city, moreover, will not be called upon to pay anything at all until the completion of the bridge, and that will be nearly three years during which time over \$500,000 will have been spent in the city, and it is fair to presume that property and revenue will have materially increased by that time. No person need therefore fear that in voting the bonus they will be voting to increase their own taxation.

The obligations which the Company assumes in the event of obtaining a favourable vote from the city are heavy.

They are compelled on penalty of forfeiture of the whole bonus to expend \$50,000 of their own money on construction within 21 months—and to complete the whole bridge at an expenditure estimated at about \$750,000 by the beginning of July, 1897, and moreover to do all this before receiving a dollar of the city's money.

Finally as a pledge of their good faith in this matter and in respect to the preliminaries of the work they have deposited \$1,000 with the City Treasurer, which in case of default will be forfeited to the city. Everyone must perceive that not only is the city well guarded in its interests but is making a most favourable bargain, and one that will bring an immense increase of railroad business into its midst with all the accompanying advantages and business stimulus.

The two roads, the Pontiac Pacific Junction and the Ottawa and Gatineau Valley, may be looked upon by some as small roads at present, but I can assure you that they have every prospect of ultimately becoming very important lines; especially is this the case with the Gatineau Valley Railway which is likely ultimately to reach to James' Bay and bring down the at present undeveloped resources of that region.

The day is not far off when the pine timber and other ~~timber~~ industries of the Ottawa Valley will be a thing of the past. The timber of the Gatineau District, on the other hand, spruce, tamarac, cedar, &c., and hard woods are almost unlimited, and the mineral deposits are well known to everyone. This source of wealth will be tapped by the railway, and by the bridge the products will be brought into the city of Ottawa for distribution to all points.

The city will become the terminus of the two roads. It is unnecessary for me to say more. It has been my desire to show you, and I trust I have succeeded, that in voting for the By-law you are voting in your own interests and for the increase in value of your own property as well as for the general interests of the whole city.

If you are in favour of this subsidy I would particularly ask you to record your vote early at each polling place where you have a vote. Whoever is absent from the polls practically records two votes against the measure—such is the effect of our law as it now stands.

I beg to subscribe myself yours respectfully,

H. J. BEEMER,

President P. P. J. Railway.

NOTE.—To convince everyone that no increase of taxation can follow the voting of the By-law, I need not do more than quote the following from the City Solicitor's letter of last December when the By-law for a bonus to the Parry Sound Railway was before the ratepayers.

To wit:—"Under Section 12 of 41 Vic. Chap. 37, being the Act to consolidate the Debenture Debt of the City of Ottawa, it is enacted that until the expiration of the year 1928 it shall not be lawful for the Council to assess, levy or collect in any one year on the whole rateable property within the City of Ottawa, a rate higher in the aggregate than 1½ cents on the dollar on the actual value of such property.

In providing for the yearly interest and sinking fund of the Debenture to be issued under the said Bonus By-laws the rate of 1½ cents on the dollar mentioned in the Act above referred to cannot be exceeded."

(Signed),

D. B. McTAVISH,

