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# Hull Electric Railway

*From Canadian Railway and Marine World/Canadian Transportation - showing date and page number*

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01-Apr-1898 Page 53

The Ottawa Car Co. recently received an order from the Hull Electric Ry. for 5 open cars, one to be used as a motor. It will be of the latest design and finest finish. The other four are trailers. It will also remodel the parlour car of the Hull Electric Ry. putting in longitudinal seats in place of the others. The 4 trailer cars and motor car will have curved seat panels, that will enable passengers to enter the car more quickly and with greater ease than with the old ones.

01-May-1898 Page 81

A bill to incorporate the Ontario and Quebec Bridge co, recently was defeated in the Railway Committee of the House of Commons. The proposed company asked for power to bridge the Ottawa River from the foot of Bank Street, to Ottawa Street in Hull. The promoter was the Hull Electric Ry. whose line extends to Aylmer where it connects with the Pontiac & Pacific Ry. These lines have no entrance into Ottawa and were trying to secure such by means of the bridge for which they did not ask any subsidy.

01-Sep-1898 Page 194

The Hull and Aylmer Co. has given notice of application to the Dominion Parliament for a charter for a bridge between Hull and Ottawa to enable it to get into Ottawa. A vigorous lobby defeated its bill last session.

01-Nov-1898 Page 242

In reference to a statement of the daily press that the Hull and Aylmer Electric Ry. is about to be extended to Gatineau Point, the secretary of the company informs us that the Co. has no such intention at present.

01-Dec-1898 Page 273

The cars of this company between Hull and Aylmer have been equipped with headlights which have five lamps of 16 candle power each, placed together before a strong reflector. It is said the equipment will be altered so that running speed may be increased to 40 mph.

01-Feb-1899 Page 38

The CPR Aylmer branch from Hull to Aylmer, 75 miles (sic) which has been under lease to the Hull Electric for several years and has been electrified by it, has been sold to that company for \$100,000. Application will be made to the Dominion parliament for an act ratifying the sale.

01-Feb-1899 Page 61

The Hull Electric has bought for \$100,000 the CPR Co.'s Hull-Aylmer branch which it has had under lease for some time past and which it has electrified.

01-Apr-1899 Page 121

Wright County council has passed a resolution, asking the Dominion government to grant a permit to this company to build a bridge across the Ottawa river, from Hull to Bank Street, Ottawa.

01-May-1899 Page 153

The Hull Electric Co. has paid the CPR \$100,000, the purchase price of the Aylmer branch, from Hull to Aylmer, 7.5 miles.

01-Jun-1899 Page 189

The Hull Electric Ry. has met its third defeat since 1896 in its attempt to secure power to bridge the Ottawa River and extend its railway from Hull to Ottawa. On May 16 the Railway Committee of Parliament rejected the Co.'s bill empowering it to build a bridge from Hull to Kent Street, Ottawa. The bill was supported by the Ottawa City Corporation and opposed by the Ottawa Electric Ry. and the Beemer interests.

01-Jul-1899 Page 219

The following directors have been elected: A. Fraser; D. McLaren; W.J. Conroy; J.B. Fraser; R.H. Conroy and T. Viau.

The Company's equipment in the power house at Deschenes is now said to be among the best in Canada, enabling the road to give an excellent service. Traffic this year has been satisfactory and considerably exceeds that of the corresponding periods of previous years.

01-Sep-1899 Page 305

The town authorities of Aylmer are applying for an injunction to restrain the Co. from removing its tracks on Main Street, Aylmer, the Council believing that it would interfere with the town's business and progress to have the tracks altered, while the Electric Co. desires to make the change to avoid legal complications.

01-Nov-1899 Page 337

The Hull Electric gives notice of application to the Dominion Parliament for an act to confirm an agreement by which the CPR Co. covenanted to sell to the HER the branch line between Hull and Aylmer for \$100,000.

01-May-1900 Page 147

A special meeting has been called to confirm agreements with the Deschenes and the Ottawa Electric companies. It is said the Hull Co. will absorb the Deschenes Co. or in the event of the two companies remaining separate, the Hull Co. is to have equal privileges in using the Deschenes water power for the purpose of generating electrical power. The personnel of the two companies is practically the same and the amalgamation, if effected, will be settled for by the Hull Co. issuing paid up shares to the Deschenes Co. in return for the water power. As to the agreement with the Ottawa Electric Co. it is said that litigation as to rights to operate in Hull are to cease, and that a definite understanding has been reached as to the basis of future operations.

01-Apr-1901 Page 105

Superintendent Brown of the Hull Electric is recovering from a serious illness.

01-Jul-1901 Page 213

The Hull Electric Co. has not yet completed arrangements for the operation of its cars across the Interprovincial Bridge at Ottawa, and of thereby enabling the Aylmer-Hull cars to be run directly into Ottawa. All the connections have been made at Hull, the necessary wires have been strung across the bridge and nothing is wanting except the agreement of the two companies. A meeting between their representatives was held July 7 but no decision was come to, and another meeting was arranged for.

01-Oct-1901 Page 307

The Hull Electric Co. which operates an electric railway between Ottawa and Aylmer is said to be about to be acquired by the Ottawa, Northern & Western Ry., the consideration, it is stated, being over \$1,000,000 in cash and bonds. The basis of the transfer is said to have been agreed upon, but before it takes place, legislation authorizing the amalgamation is necessary, which will be applied for at the next session of the Dominion Parliament. The negotiations for the sale were carried on currently with those for the running of the electric cars over the Interprovincial Bridge, and by the acquiring of the line, the Pontiac Pacific Junction Ry., which is about to be amalgamated with the ON&W, will be relieved of building a portion of its line between Aylmer and Hull, which is now completed between Aylmer and Deschenes and will avoid some heavy rock cutting. The Aylmer-Hull electric line is laid with heavy rails. The electric cars commenced crossing the bridge July 13th, but the regular service was not commenced until July 25th. A 20 minute service has been inaugurated until noon, and a 15 minute service for the rest of the day. For the convenience of the traffic a platform has been erected under Dufferin Bridge. (July, pg. 213, Aug. pg. 232.)

Negotiations are going on with the Hull city council with the purpose of obtaining permission to construct a belt line from the Interprovincial Bridge through the residential portion of the city. The proposition is to extend the present single track, which terminates at Laurier avenue, along that avenue, Chamberlain, Adelaide, Bridge and Wright streets to Brewery Street. The construction of this line besides serving a thickly populated district, would ensure a more satisfactory through service between Ottawa and Aylmer.

01-Feb-1902 Page 57

The Hull Electric has been licensed by the Ontario Government to operate its cars over the Interprovincial bridge and along the permanent way of the ON&W to the central railway station in Ottawa. The capital to be employed in Ontario is not to exceed \$15,000. J.B. Fraser, of Ottawa, is named as attorney. (Oct., 1901 pg. 307.)

01-Jul-1902 Page 231

The hitch occurring in the negotiations for the purchase of this line by the CPR at the time of the purchase of the ON&W and PPJ Rys. has been arranged and the transfer was made June 14. The price paid is said to have been between \$700,000 and \$800,000. It is reported that the CPR will lease or sell the line to the Ottawa Electric Co.

01-Aug-1902 Page 263

Consequent on the transfer of this line to the ON&W, a subsidiary of the CPR, it is said that a number of improvements will be carried out, notably the double tracking of the line from Eddy's corner into Ottawa.

01-Oct-1902 Page 337

The Hull Electric Railway has passed under the control of the CPR.

01-Nov-1902 Page 382

The management is considering the question of developing additional power and the extension of its shops at Deschenes in connection with the general improvement of the roadbed and rolling stock. (Aug., pg. 263).

01-Dec-1902 Page 409

A writ has been issued by E. Hanson & Co. brokers, Montreal, against the Hull Electric Co. to recover \$562,772 for amounts advanced on notes during the construction of the railway.

01-Jul-1903 Page 229

Alex Fraser, lumberman, and one of the promoters of the Hull Electric Co. operating the electric railway between Hull and Aylmer, died in Ottawa recently as a result of a shooting accident.

01-Sep-1903 Page 301

Negotiations are reported to be in progress between the CPR and the Ottawa Electric for the sale to the latter of the Hull Electric Ry. This line was part of the lines acquired when the CPR purchased the ON&W, the PPJ and the Interprovincial Bridge.

01-Nov-1905 Page 541

Press reports are again current to the effect that the CPR is negotiating for the sale of the Hull Electric Co.'s railway and franchises.

01-Aug-1906 Page 477

W.R. Baker assistant to the President CPR, W.R. Taylor and other CPR officials who constitute the Hull Electric Ry. management have been discussing the question of double tracking the line on Main Street, Hull, with a committee of the town council.

01-Jan-1907 Page 47

The action which was taken by the Hull city authorities to have the question of the CPR's right to haul freight over the Hull Electric Railway, which it owns, tested, has been withdrawn, the company promising that the terms of the by-law would be strictly complied with in future.

01-Feb-1907 Page 113

The CPR, owning the Hull Electric Ry. has arrived at an understanding with the Hull city council as to various matters in dispute, and the actions entered will be withdrawn. Freight hauling is to be continued during the winter, and in the spring a loop line will be constructed which will do away with the necessity of hauling freight over the line in future.

01-Sep-1907 Page 683

A resolution has been passed by city council of Hull granting permission to the company to construct a double track on Main Street and to effect other improvements; the company to pay \$7,500 and \$3,000 a year for 20 years for the privilege, with power to construct a loop line.

01-Jun-1908 Page 431

The city council of Hull passed a resolution, May 4, approving of the terms upon which it would be willing to grant the company the privilege of double tracking its lines in the city. The terms include the construction of several short pieces of line, the keeping in repair of track allowances, the improvement of the service, and the paving of certain streets; the new franchise to expire in 35 years from 1905, the same as the existing charter.

01-Jul-1908 Page 509

An agreement has been reached with the city council with respect to the double tracking of the lines in, and the construction of a belt line around the city. Work has been started on the laying of the second track and it is expected to have it completed early in July.

01-Aug-1908 Page 583

The agreement between the company and the city council respecting the double tracking of the company's lines was signed July 8. The work was reported to be well advanced July 15.

01-Oct-1908 Page 737

At a meeting of the Hull City Council Sept. 9, the CPR, owning the HE Co. was granted leave to run a double track from the Interprovincial Bridge via Youville St. This matter has been a point of considerable negotiation between the company and the council.

01-Feb-1909 Page 135

The Hull Electric Co. has under consideration the question of constructing the following extensions: From Bridge Street to Laurier Ave., Hull, 3 miles and from Hull station to the toll gate on Chelsea road, 4,000 yards.

01-May-1909 Page 370

The HER has ordered from Ottawa Car two semi-convertible cars 21 ft. bodies for delivery in June.

01-Sep-1909 Page 687

The HER has added to its rolling stock, 2 vestibule cars, with 21 ft. bodies fitted with longitudinal seats, built by the Ottawa Car Co.

01-Dec-1909 Page 929

A contract has been let for the steelwork for the bulkhead at the power house at Lake Deschenes in connection with the reconstruction of the plant which was destroyed by fire Oct. 19.

01-Dec-1909 Page 933

The HER is asking the Hull city council for an exemption of taxation for a further 15 years. The present agreement expires in 1910, and the council proposes to assess the company's property at \$60,000.

01-Jan-1910 Page 61

The HER has ordered two 21 ft. closed vestibule cars from the Ottawa Car Co.

The HER has ordered three open cars with centre aisles, walk over seats, slat construction, air and hand brakes, white ash finish, with bodies 38 ft. long, vestibule at each end.

01-Feb-1910 Page 149

The HER has received one double broom sweeper from the Ottawa Car Co. and has ordered three 50 ft. double truck summer cars for May delivery from the Preston Car and Coach Co.

01-Mar-1910 Page 233

The HER has received one wing plow from the Ottawa Car Co.

01-May-1910 Page 403

The HER has received from the Preston car & Coach Co, three cars 38 ft. over body, 5 ft. 2 ins vestibule, 49 ft. 4 ins. length overall equipped with S.M.E. Westinghouse air brakes.

01-Jul-1910 Page 584

Work was started on the extension of the line along Brewery Street and along the Chelsea Road to the tollgate. The grading is well advanced and track laying will be gone on with at once.

01-Aug-1910 Page 682

In connection with the extension of the line along Brewery Street from Main Street out to the first toll gate on the Chelsea Road, an agreement has been reached by which the company will repair the street between these two points, the city supplying rough stone free and crushed stone at 50 cents a yard at the crusher.

01-Sep-1910 Page 781

Grading has been in progress since June 15 in the extension from the CPR Station, Brewery Street, Hull to the first tollgate on the Chelsea Road, and it is expected to have a car service in operation over it by Sept. 30.

01-Sep-1910 Page 785

Wm. Boucher, conductor on the Hull Electric Ry. has been convicted of using a digger on his fare box, and sentenced to six months imprisonment.

A special investigation having shown considerable dishonest practices by some employees of the Hull Electric Ry. which operates an electric railway between Ottawa and Aylmer. It has been found necessary to add to the protective features of the fare boxes, and a device invented by the General Superintendent, G. Gordon Gale, for which it is claimed that the farebox door is fastened in such a way that it is impossible to open it without detection is being tried.

01-Jul-1911 Page 683

Plans showing the car barns, repair shops and offices which it is proposed to build near Hull Jct., on the Little Farm, were filed at city hall, Hull, June 1. The estimated cost of the buildings is \$25,000. The present shops are at Deschenes and these will be turned into car barns when the new buildings are completed.

01-Oct-1911 Page 971

The Board of Railway Commissioners has extended to Nov. 1 the time for equipping the HER cars with power brakes as required by the Board's general order.

01-Nov-1911 Page 1069

Press reports state that the company is considering tenders for the erection of a new carhouse at Hull.

01-Nov-1911 Page 1071

The HER is in the market for six double truck, semi-convertible, pay-as-you-enter cars..

01-Dec-1911 Page 1175

The HER has ordered six electric straight platform, semi-convertible car bodies, pay-as-you-enter type 50 ft. long over all, from the Ottawa Car Co.

01-Jan-1912 Page 38

The company has under consideration a project for the extension of the line from mileage 6.35 for 3100 feet to the Ottawa Racing Association track.

01-Feb-1912 Page 77

W.R. Taylor, of Askwith, Taylor & Co. contractors Ottawa, who died in Aylmer, Jan.14, entered the GTR service in 1885. Two years later he removed to the US going into the Missouri Pacific Ry. service and returned to Canada to become Manager of the HER which position he resigned in 1909.

01-Mar-1912 Page 146

G. Gordon Gale, General Superintendent, Hull Electric, Deschenes, writes in reference to snow clearing:- "We have 8.6 miles of city track and 16.2 miles of private right of way in use during the winter months. In the city we keep the full width of the street clear of snow. The tracks are cleared by means of single truck sweepers of the standard design and the roadway is cleared by a double-truck, double-end, double-side-wing plough built by the Ottawa Car Co. The private right of way is cleared of snow by a double-end, right-hand, double-truck snow plough. Our snow expenses amount to about \$50 per inch of snow fall, or an average of approximately \$2 per inch of snow fall per mile."

01-Apr-1912 Page 198

We are officially advised that the company will build an extension from the main line to the Ottawa Racing association's track, a distance of over half a mile, as soon as arrangements have been completed. The extension will have a double track, with a loop at the race course head to permit the use of single end cars.

01-May-1912 Page 251

Track approaches are being laid to the new car barns at Maniwaki Jct. and a new double switch is being put in at Brewery Street and Aylmer Road, Hull.

01-Aug-1912 Page 420

Inside hung brake rigging on Hull Electric cars - see diagram and picture.

The brake rigging of the Hull Electric Co.'s cars which operate between Ottawa and Aylmer has been considerably altered from the form it takes on leaving the car works. The outside hung rigging so generally used was found by this company to be rather cumbersome, constantly becoming clogged up in rough weather from its exposed position outside of the wheels. An inside position was deemed preferable, with the result that the brake rigging shown in the accompanying illustrations was designed. Several of the company's cars have had this new rigging applied and it is reported that the results attending their use have been most satisfactory, both from an operation and a maintenance standpoint. The construction, which is much simpler than that of the outside hung type, consists of a very few simple parts, and is clearly outlined in the line illustration.

01-Dec-1912 Page 620

The conductors and motormen of the Hull Electric Co. which operates between Ottawa and Aylmer, applied to the Minister of Labour a short time ago for a board of conciliation under the Industrial Disputes Investigation Act. The board appointed consisted of Peter McDonald, chairman; G.D. Kelly, representing the company and G.C. Wright, representing the men. The wages heretofore paid conductors and motormen were as follows: 1st year, 19c. an hour; 3rd year, 20c. an hour; 5th year 21c. an hour.

The men asked that they be paid the same as the Ottawa Electric Ry. employes and submitted the following rates, viz.:- 25 cents an hour for week days; 27 cents an hour for Sundays; time exceeding ten hours, time and a half. The board of conciliation unanimously recommended that the following scale take effect Nov 1:- First year men, 20 cents an hour; second year men, 21 cents an hour; third year men 22 cents an hour; men employes over three years 23 cents an hour. That motormen and conductors requiring an overcoat shall be supplied with one by the company every two years, the cost to be borne half by the company and half by the employe, this not to interfere with the present arrangement of supplying uniforms. That the company furnish each conductor with \$25 worth of tickets and cash to make change each day, each conductor to give a bond therefor. The award to be in force for 2½ years. The board considers that in view of the different conditions of employment and the difference in cost of living the new scale is practically equal to that paid by the Ottawa Electric Ry.

The following important recommendation was also made: "The members of the Board are of the opinion that in view of the proposed increase of wages, and considering the financial condition of the company, as shown by the annual statement, and the evidence given before the board, the company would be justified in increasing its charge for fares."

01-Jan-1913 Page 39

Application is being made to the Dominion Parliament for an act declaring the company's line to be a work for the general advantage of Canada, and authorizing it to extend its line into Ottawa, by an independent line or over the line of another company with which an arrangement may be made. The HER is owned by the CPR.

01-Jan-1913 Page 40

The HER has started the operation of pay-as-you-enter cars between Aylmer and Ottawa,

01-Feb-1913 Page 87

Statistics year ended June 30 1912. First main track operated 14.12, net income 55,616. Car mileage 819,313, fare passengers carried 2,028,249.

01-Feb-1913 Page 88

Canadian Railway and Marine World for December contained the award by a board of conciliation between the Hull Electric Railway and its employes, in which the board made the following recommendation:- "The members of the Board are of the opinion that in view of the proposed increase of wages, and considering the financial condition of the company, as shown by the annual statement, and the evidence given before the board, the company would be justified in increasing its charge for fares."

The company has since announced the following changes in its tariff. The fare to a section having an average distance of five miles from Ottawa has been increased from 5c. to 6¼c., e.g. 4 tickets for 25 c. The fare to a section having an average distance of eight miles from Ottawa has been increased from 6¼c. to 8 1-3c. e.g. 3 tickets for 25c. The city fares remain unchanged.

01-Apr-1913 Page 185

Press reports state that plans have been prepared for an extension to Connaught Park and the Jockey Club race track; to build a second track on about half a mile, and to lay out terminal facilities at Connaught Park, Hull.

01-Jul-1913 Page 346

The Board of Railway Commissioners has approved the Hull Electric Co.'s standard mileage freight tariff for all distances to and including 15 miles.

01-Sep-1913 Page 441

Two car trains on the Hull Electric - see picture.

The illustration on this page shows a Hull Electric Co.'s two car train on a curve of 40 ft. radius. These trains are used to handle traffic during rush hours, and during race week they proved very efficient and economical between Ottawa and Connaught Park Jockey Club.

The cars are fitted with Westinghouse S.M.E. air brakes and automatic car and air couplers. The trailer has a combined entrance and exit at the front end and there are no steps on the rear of the trailer. Both cars are operated P.A.Y.E. with one conductor on the rear of the motor car and one conductor in charge of the trailer.

We are indebted to G. Gordon Gale, M.Sc. A.M. Can. Soc. C.E. General Superintendent, for the photograph and information.

01-Sep-1913 Page 442

The Board of Railway Commissioners has approved of the Hull Electric Ry.'s bylaw covering rules and regulations for the governing of its employes.

01-Dec-1913 Page 594

The HER is in the market for four double truck trailer cars. The design of the car bodies will be the same as that in use for the company's motor cars as illustrated in an article on its two car trains in Canadian Railway and Marine World for September, page 441, and the arrangement for the entrance and exit will be similar to that shown in the trailer car in the same illustration. The general dimensions of the cars will be, length over bumpers, 43 ft; height from bottom of sill to top of roof, 8 3/4 ft.; width over side sheathing 8 1/2 ft.; seating capacity 54 persons.

01-Jan-1914 Page 38

We are officially advised that rails have been laid on the double track extension from Rivermead to the Jockey Club at Connaught Park, 0.75 miles.

01-Jan-1914 Page 40

The HER has ordered two 800 k.w. transformer for its plant at Deschenes from General Electric Co.

The HER has ordered four 43 ft. semi-convertible, single end trailer car bodies from the Ottawa Car Manufacturing Co.

01-Feb-1914 Page 84

See diagram.

Four prepayment trailer cars have been ordered by the Hull Electric Ry. for service on its interurban line between Ottawa and Aylmer, to be delivered in March to meet the spring and summer traffic. They will be of single end type, somewhat similar to the trailer recently ordered by the Montreal Tramways for the heavy service on its St. Catherines St. line. The general dimensions are as follows:

Length over bulkheads --- 42 ft.

Length over bumpers --- 43 ft.

Length over body --- 33 ft.

Width of body over sheeting --- 8 ft. 6 ins.

Height of body from bottom of side sills --- 7 ft. 8 ins.

Side posts, centre to centre --- 30 1/4 ins.

Length front vestibule --- 7 ft.

Length rear vestibule --- 2 ft.

Width of aisle --- 22 ins.

Length of seats --- 36 ins.

Seating capacity --- 54

The underframe will be of composite wood and steel construction, with the sill running in one piece through the car from bumper to bumper. The cross sills will be of oak mortised and tenoned into the longitudinal sills, the whole being tied together transversely with 5/8 in. steel tie rods, with a thread and nut on each end. The centre of the frame will be supported by two needle beams, suspended on two 1 1/8 in. steel truss rods. The flooring will be of hard pine, laid in double thickness, with heavy builders' tarred paper between. The bumpers will be of 6 in. heavy steel channel, rigidly secured to the ends of the main sills with angle plates. The bolsters will be of the standard half diamond type.

The upper body construction will be of the standard interurban car type, with monitor roof and lifting sashes in the sides. The interior finish will be in natural colour cherry, excepting the ceilings, which will be of agasote board, painted. The seats will be of a standard type, covered with rattan and non reversible. The window curtains will be of pantasote material, with all steel rollers. All interior fittings, such as grab handles, door locks, sash lifts, etc., will be in solid bronze, of a modern design, and polished. The entrance and exit doors will be equipped with automatic folding doors, controlled by the conductor from his position.

The cars will be equipped with trailer trucks, which have been ordered in the United States. Westinghouse schedule s.m.e. air brakes, Westinghouse combination car and air couplers, hand brakes, Consolidated Car Heating Co.'s electric heaters, interior electric lights fixtures, standard M.C.B. tail lamps, steps, and brass railings for the prepayment arrangements.

The cars, which are being manufactured by the Ottawa Car Co., will be of practically the same design and general dimensions as the motor cars by which they will be hauled, so that together they will form a neat working unit.

01-Feb-1914 Page 89

The HER has ordered four pairs of trailer trucks in the United States.

01-Mar-1914 Page 134

Statistics for year ended June 30 1913. 14.12 miles main track, net income \$26,500, car mileage 818,589, fare passengers 2,300,456

01-Apr-1914 Page 184

A press report states that the HER is considering plans for the extension of the line from Hull to Gatineau Point. G. Gordon Gale is General Superintendent. We are officially advised that the project is entirely on the part of the Hull City Council and that the company does not contemplate building the extension at present.

01-May-1914 Page 231

We are officially advised that at present the company is not arranging for any extensions. A press report stated that the company was going to build some second track, and a branch to Notre Dame Cemetery, Hull.

01-Jul-1914 Page 339

The Board of Railway Commissioners has dismissed the town of Aylmer's application for a reduction in fare on the HER between Ottawa and Aylmer.

The HER has restricted smoking on its line to the last four seats on the Aylmer cars and to the longitudinal seats on the CPR local cars provided that all windows are open.

01-Aug-1914 Page 382

Trailer cars for Hull Electric - see picture and diagram.

The Hull Electric Company placed in service recently four single end semi convertible trailer cars. Following are some of the principal dimensions: Length over all, 43 ft.; length of body, 35¼ ft.; length of front vestibule, 6¾ ft.; width over side sheeting, 8½ ft.; width of car inside, 7 ft. 8 ins.; height from bottom of sill to top of roof, 8¾ ft

The underframe is of wood, reinforced with steel plates and rods, side and intermediate sills are of B. C. fir, end sills and cross timbers are of best oak. Side and centre sills are reinforced with a steel plate running full length of same, sandwiched between inner and outer wood sills and securely bolted to same. The vestibule platform is on the same level as car floor, and is carried by the centre sills and side sill on closed side, and by a knee composed of a 5 in. I beam wood filled on step side. The outside of car is sheeted with matched poplar sheeting and is painted antique brown. The flooring is Georgia pine, laid double, with tar paper between and has wood matting strips laid lengthwise, running full length of car body in the aisle. The roof is of monitor type, with standard deck sash and openers. The interior trimming is best quality red cherry throughout.

The seating consists of 16 stationary cross seats, two longitudinal seats at front end and a circular seat extending entirely around the rear end of car. All seats are of standard design and are covered with twill weave rattan. All sashes in body are arranged to raise to open. All windows on devil strip side are provided with window guards. The cars are also equipped with sanitary hand straps, storm sash, folding doors, p.a.y.e. rails, Coleman stationary fare boxes, Westinghouse automatic couplers, Consolidated truss plank heaters, and Consolidated buzzers. The car bodies, completely equipped without trucks, weigh about 1,900 lbs. These cars were built by the Ottawa Car Manufacturing Co., to specifications prepared by G. Gordon Gale, M. Can. Soc. C. E., General Superintendent, Hull Electric Co.

01-Sep-1914 Page 431

Press reports state that some improvements are about to be made on the company's lines, although it is not at all likely that a second track will be built on the Chelsea Road line this year. This is a revival of the reports officially contradicted earlier this year.

Since the foregoing was written we have been officially advised that the company proposes constructing a Y at the terminus of the Chelsea Road line, to permit of the operation of single end cars. A second track will not be built at the Chelsea Road this year.

01-Mar-1915 Page 108

The citizens of Gatineau Point and Hull are negotiating with the HER to secure an extension of the company's line to Gatineau Point.

01-May-1915 Page 184

Annual statistics. First main track - 15.67; net income - \$12,849; total car mileage - 840.353; passengers - 2,406,171.

01-Apr-1916 Page 156

The Hull Board of trade passed a resolution, Mar. 10, asking the city to grant the company's request to construct a Y on the Chelsea Road to give a better service to Wrightville.

01-Oct-1916 Page 424

We are officially advised that the company contemplates paving its portion of Lorimer Ave., Bridge St., Montcalme St., and the Chelsea Road, in all about 10,000 ft G.G. Gale is General Manager.

01-Dec-1916 Page 502

We are officially advised that the improvements, second track work and extensions which it is proposed to carry out at Hull are as follows: A second track on Montcalme St. and Chelsea Road; a loop on Chelsea Road, Mountain Road, Second Ave. and Montcalme Ave. The length of second track to be laid is 8,660 ft., and of loop line 4,800 ft. the city council, on May 9, authorized the contract covering these alterations.

01-Feb-1917 Page 73

We are officially advised that the only work contemplated for 1917 is the laying of 8,660 ft. of second track and the building of a 4,800 ft. loop line. A press report credited the company recently with having decided on building two miles of new line.

01-Feb-1917 Page 70

A.D. MacTier, General Manager Eastern Lines CPR, has been elected President, Hull Electric Co. succeeding W.R. Baker, who resigned from the directorate on retiring from the CPR service, in which he was Secretary of the latter company and Assistant to the President.

G. Gordon Gale, M.Can.Soc.C.E., heretofore General Manager and Chief Engineer, has been appointed Vice-President succeeding E.W. Beatty K.C., Vice President and General Counsel, CPR., who, however, remains a director. Mr. Gale will continue to attend to the engineering work. He was, prior to 1907, Assistant Engineer, Canadian Rubber Co.'s electrical plant; from 1907 to Nov. 1908, Superintendent of ?; 1909, Acting General Superintendent, Power, Hull Electric Co.; Nov. 1908 to ?? same company; 1909 to June 1914, General Superintendent, same company. He is a graduate of McGill University, an associate member of the Institute of Electrical Engineers and a member of the Canadian Society of Civil Engineers.

01-Jun-1917 Page 238

Statistics for year ended 30 June 1916 : 15.67 miles; net income \$829; car miles 789,716; passengers 2,513,257.

01-Aug-1917 Page 327

A. Baudoin, Ottawa station agent, Hull Electric Co. was on July 7 sent for trial before a jury on a charge of converting to his own use \$255.45 belonging to the company.

01-Jan-1918 Page 31

The Aylmer town council contends that the company's franchise in that town which expired Dec. 1, and has stated conditions upon which a renewal would be granted. The company claims that its franchise is a perpetual one and is continuing its service. The council decided on Dec. 4 to call for tenders for lighting the streets and for the supply of power within the town. This matter is part of the same franchise.

01-Mar-1918 Page 118

It is stated in Ottawa that owing to the adoption of liquor prohibition regulations in Quebec, the electric railway traffic between Ottawa and Hull has largely decreased. One paper says that most of the cars carry three, four and five passengers, whereas they formerly had standing room only.

01-Apr-1918 Page 164

We are officially advised that the company is building a Y at its car shed at Deschenes to facilitate the movement of single end cars and that the company proposes to lay at an early date, 7,000 ft. of new double track, with 85 lb. CPR rails on concrete paving, on Montcalm St. and Chelsea Road, Hull.

01-May-1918 Page 213

The HER has ordered one double truck steel sweeper, 46 ft. long over all, equipped with broom and ploughs for double end operation from Ottawa Car Manufacturing Co.

01-May-1918 Page 211

Employees of the HER have applied for a board of conciliation in connection with wages. G.D. Kelly, barrister, Ottawa, will represent the company.

01-Jun-1918 Page 254

The Hull Electric Co. applied to the Board of Railway Commissioners recently for authority to file tariffs providing for a general increase in freight and passenger rates. The case was set down for hearings in Ottawa on May 21, when it was adjourned for 10 days to allow the town of Aylmer to prepare an argument.

01-Jun-1918 Page 255

The company's employees asked for an increase of wages and other concessions. We have since been advised that the increase asked for was about 60%, also shorter hours, time and a half for overtime and other minor items. A board of conciliation having been ordered, the company selected G.D. Kelly, barrister, Ottawa, as its representative, and the men selected Fred Bancroft of Toronto. Judge Gunn was appointed subsequently as chairman.

01-Jul-1918 Page 301

Statistics for year ended June 30 1917: 15.67 miles; income \$24,393; car miles 817,016; passengers carried 3,102,929; freight tons 8,583.



Two members of the board of conciliation appointed by the Minister of labour to investigate the dispute between this company and its employes as to wages, viz., Judge Gunn, chairman, and Fred Bancroft of Toronto representing the men made a majority report on May 25 recommending increases. The report was not concurred in by the company's representative, G.D. Kelly, barrister, Ottawa, but the management decided subsequently to accept the majority report. Following is a comparison of the new and old rates, as far as information in regard to the latter is available.

Aylmer station agent, per mo. -- \$100 new  
 Conductors and motormen  
 1st six month, per hr. 29c new -- 22c old  
 2nd six months, per hr. 31c new -- 22c old  
 Second year 34c new -- 23c old  
 Third year 36c -- 24c  
 Fourth year 36c -- 25c  
 Snow plow and sweeper work, per hr. -- 39c  
 Freight crew, per month -  
 Conductor and motorman -- \$105  
 Brakeman - \$80  
 Trolleyman - \$75  
 Power plant employees, per mo. -  
 Flagmen or switchmen, per day -- \$2.25  
 Runners or operators \$80.00 new -- \$62.50 old  
 Oilers \$65.00 new -- \$62.50 old  
 Substation employes \$80.00  
 Trackmen, per hr. 31c new -- 20c old  
 Laborers, per hr. 30c new  
 Linemen, per hr. 36c new -- 24c old  
 Trolley linemen, per hr. 33c new  
 Car barn and shop men among whom are truck repairers, carpenters, cleaner, blacksmiths, helpers, machinists, troublemen, air inspectors, apprentices, and metermen, got a general increase of 10c an hour.  
 The company employs about 140 men, who demanded increases averaging about 60%, which the company refused to make and them arbitration was suggested. The new rates apply from May 1.

The HER has ordered a double truck snow sweeper from Ottawa Car Manufacturing Co. it will be arranged with a specially constructed frame on the ends of the underframe, the removal of which will allow it to be used as a locomotive. The underframe will be all steel, and the cab will be of wood. Trucks, air brakes and motor equipment, will be supplied, and with the exception of air brakes, which will be installed by the builders, will be installed by the HER. Following are chief dimensions: length over all as sweeper, 39 ft.; as locomotive, 24 ft.; width over all, 8 ft. 8 in.; width of cab outside 8 ft. 1 in.; length of cab outside, 12 ft. 4½ in.; distance between bolster centres, 12 ft. 6 in.

The Hull Electric Co. has added to its equipment a combined snow sweeper and locomotive built by the Ottawa Car Manufacturing Co. with the following dimensions (picture in the article):-

Length over all as a sweeper -- 39 ft. 0 in.  
 Length over all as a locomotive -- 24 ft. 0 in.  
 Width over all -- 8 ft. 8 in.  
 Width of cab outside -- 8 ft. 1 in.  
 Length of cab outside -- 12 ft. 4 in.  
 Distance between bogie centres -- 12 ft. 6 in.

The underframe is of steel construction, built as one unit. Side sills are 10 in. channel reinforced with a 14 x ½ in. plate. All centre and cross sills are of 10 in. channel. The underframe is tied together with lateral bracing, and large gussets and corner plate. At the ends of the underframe there is a specially constructed frame which carry the brooms and are made removable when used as a locomotive.

The cab is of wood construction with 16 steel panels, 4 windows on each side and 3 at each end. A sliding window on each side is provided for look out, and there is a large sliding door on one side. The roof is of turtle back type supported on steel carlines. The interior of body is finished in ash, natural finish.

The special machine is designed so that the motorman can operate all the apparatus used for lowering and raising the brooms, also the plough without leaving his controller. The brooms and plough are lowered and raised by a chain device wound on to a cast iron drum, worked by a worm and gear on a 1 13/16 inch c.r. shaft, connected by miter gears to the winding machine shaft inside of cab operated by motorman.

The brooms are mounted on a heavy shaft and supported by 3 heavy malleable iron pedestals with bronze bearings. They are driven by heavy chain and sprocket drive from main driving shaft, which is directly connected to the motors by gear and pinion drive, having the same gear ration as the truck motors. The broom shaft is of cold rolled steel and supported by 2 heavy cast iron pedestals with babbited bearings. A heavy sprocket is fitted on one end of shaft, from which power is transmitted to the broom shaft sprocket.

Motor housing is provided at each end, to enclose broom driving motors for broom drive shaft, air compressor, motor resistance, air tanks etc. This housing is made of sheet steel in 2 sections, so that it can be made shorter when the car is used as a locomotive.

The brooms are driven by a Westinghouse 101-B motor. The trucks are equipped with Westinghouse 1-1-B motors, 4 motors, double end equipment, with Westinghouse 402 controllers. The sweeper is equipped with Ohio Brass Co. pneumatic sanders. The lights are in one circuit of 5 lights, arranged at centre of cab. The air brakes are Westinghouse type S.M.E.; the trucks wheelbase is 4¾ ft.

The body is painted antique brown with gold numbers.

01-Jan-1919

Page 40

The Hull Electric Ry. during 1918, laid 0.593 mile of new track on St. Joseph Boulevard, Hull, from Montcalm St. to Montclair Ave., and reconstructed 0.734 mile of old single track on Montcalm St., from Main St. to St. Joseph Boulevard, the new line being a double track one.

01-May-1919

Page 268

The HER Company's employees, whose agreement expires April 30, applied for considerable advances in wages of men in all departments and this was followed by an application for a board of conciliation.

01-Jun-1919

Page 324

We are officially advised that the company is replacing 56 lb. Rails on 1.5 miles of its belt line in Hull, QC, with 85 lb.

01-Mar-1920

Page 145

A press report states that the alteration of the company's sub station on Main St., Hull, at a cost of \$30,000 will be completed shortly. Two new transformers, each with a capacity of 1,500 h.p. are being installed, increasing the power available from 200 h.p. to 300 h.p. The rearrangement is being made to provide for additional power, better facilities for the handling of railway loads, and improved light and power service.

01-Apr-1920

Page 202

We are officially advised that the company is remodeling its power substation at Hull. The plant to be installed consists of two 1,200-k.v.a., 3 phase, on installed water-cooled transformers, primary voltage 11,000, secondary voltage 2,200. These transformers, together with a high tension and a low tension switchboards, are being manufactured by the Canadian General Electric Co. It is expected that the apparatus will be installed and in operation early in May.

01-Aug-1920

Page 450

We are officially advised that the Hull City Council proposes to repave Main St. and City Hall St. with asphalt.

01-Aug-1920

Page 451

A board of conciliation has been appointed to deal with the matter of the wages of the motormen and conductors. Under the agreement between the company and its employees which expired July 1, the men were paid from 34c. to 41c. an hour according to length of service. They have asked for a round increase to 65c.

As the matter could not be adjusted, a board of conciliation was appointed, the company appointing G. Kelley, of Ottawa as its representative, and the men, J. Gibbins of Toronto. These two having failed to agree on a chairman, the Minister of Labor appointed Capt. W.P. Grant, Manager, Daly Co. Ottawa.

Electric Railway Employes' Wages, Working Conditions, Etc.

Hull Electric Co. - Under the agreement between the company and its employes, which expired July 1, motormen and conductors were paid from 34c. to 41c. an hour, according to length of service. The new agreement asked for by the men provided for an all round rate of 65c. an hour. Failing a settlement, the men asked for a board of conciliation, which was authorized, the board consisting of G. D. Kelley, Ottawa, representing the company; Jos. Gibbons, Toronto, representing the men, and W. P. Grant as chairman. The board opened its sittings at Hull, Que., Aug. 3. G. Gordon Gale, Vice President and General Manager, appeared for the company. A majority report was signed by W. P. Grant and G. D. Kelley Aug. 26, recommending the following wages per hour for passenger motormen and conductors:

First six months ..... 41c.  
 Second six months ..... 44c.  
 Second year . ..... 46c.  
 Third year and thereafter ..... 48c.

Listed spare men reporting for duty three times each day to be paid a minimum of \$30 a half month, but if they work in excess of the hours to cover this amount they to be paid at the schedule rate per hour.

Freight crews, 10 hour day, per hour: Conductors ..... 52c.  
 Motormen . . . ..... 52c.  
 Brakemen . . . ..... 45c.  
 Trolley men . . . ..... 41c.

The report recommended that these rates be paid from July 1, and that they continue in force for a year from that date. A minority report was presented by Jos. Gibbons, recommending the following wages per hour:

Passenger car men : First six months ..... 45c.  
 Second six months ..... 48c.  
 Second year men ..... 50c.  
 Third year men ..... 52c.

Freight crew: Motormen and conductors ..... 56½c.  
 Brakemen . . . ..... 47c.  
 Trolley men . . . ..... 45c.

The majority report recommended increases to other employes, but not to the same extent as did the minority report. The percentage of increases granted in the majority report varied from 17% to 26%. The majority report was accepted by the company and its employes after some discussion, and a new agreement for the year July 1, 1920, to June 30, 1921, was made accordingly.

01-Jan-1921

Page 33

We are officially advised that the company has filed with the Board of Railway Commissioners a special local passenger tariff, effective from Dec. 6, 1920, increasing the fare between Ottawa and Aylmer from 20c to 25c. Tickets sold formerly at three for 50c., are now 11 for 42; children's tickets sold previously at 4 for 25. and 3 for 25c between Ottawa and Deschenes and Aylmer respectively are now 15 for \$1. Sale of tickets by conductors has been discontinued and they are now sold at the company's offices and at a number of points along the line. Books of tickets are not transferable and are limited to one month from date of issue.

01-Mar-1921

Page 160

The HERY. is having one of its single truck cars overhauled and remodeled by the Ottawa Car Manufacturing Co. When completed it will be about 31 ft. over all, it will weigh about 22,000 lb. and have two 40 h.p. motors. the single door entrance and exit will be of standard design. The car will be fitted with all the safety appliances and will be ready for service about the middle of March.

01-Mar-1921

Page 159

G. Gordon Gale - bio

01-Jun-1921

Page 320

Hull Electric car 46 has been remodelled by Ottawa Car. Number changed to 48

01-Oct-1921

Page 547

The Hull Electric has ordered 2 one man safety car bodies 32 ft long from Ottawa car.

01-Oct-1921

Page 548

Of the fire which swept Aylmer recently doing about \$750,000 damage, the Hull Electric Co.'s property and equipment was damaged to the amount of \$4,000, but the cost of reconstructing the damaged lines is estimated at approximately \$8,000. We are officially advised that the company intends laying half a mile of 85 lb. rails on Main St. Aylmer, replacing the present 65 lb. rail.

The HER is having two single truck, single end, one man cars built by the Ottawa Car Manufacturing Co, along the lines of the safety one man cars. The general construction will be of wood, the body frame being reinforced with steel cross members and side sills; roof of arch type. The general dimensions will be, - length of body 21 ft., width of body 8 ft. 1 in. over sheeting, length over bumpers 32 ft., length of front and rear vestibules 5 1/2 ft., seating capacity 41, standing capacity approximately 26. The equipment will include Brill 21E trucks, Westinghouse 101B motors, Consolidated Electric Co.'s buzzer system connected to the trolley, Westinghouse air brakes with all safety features and Ackley no staff brakes, Cutler-Hammer electric heaters.

We are officially advised that the wages agreement between the Hull Electric Co. and its employes expired July 1, and the press report referred to in our last issue, as to negotiations following notice of a reduction in wages, was without foundation, as the company has not taken this matter up recently with the employes.

Electric Railway Employes' Wages, Working Conditions, Etc.

Hull Electric Co. - G. Gordon Gale, Vice President and General Manager, issued the following notice to employes Nov. 1: - "The question of wages, which was under consideration last spring, was left in abeyance in the hope that a continuation of the present schedule might be possible. The company's earnings have, however, been seriously affected by the continued industrial depression, and it is no longer possible to carry on. From the beginning of 1918 to the middle of 1920, the cost of living increased 36%, and during the same period your wages increased nearly 100%. During the past year the cost of living has dropped 20%, bringing the figures down to the 1919 level, when senior motormen and conductors were paid 36c. an hour. Other companies have already made substantial reductions in wage schedules, but action has been withheld in your case, until conditions have made this step absolutely necessary. In asking you, therefore, to accept a reduction of 10%, with overtime at 10c. an hour over the regular rate, effective Dec. 1, 1921, I feel that you will find this necessary reduction both moderate and reasonable, for the new schedule will be 7c. higher than that of 1919, although the cost of living is approximately the same as in 1919." Under the new schedule, conductors and motormen would receive after Dec. 1, for the first six months, 37c. an hour instead of 41c.; for the second six months, 39c. instead of 44c.; for the second year, 41c. instead of 46c., and for the third year and thereafter, 43c. instead of 48c. It was stated Nov. 15 that the employes had, in a letter to the press, announced that they will refuse to accept any reduction or change in working conditions, and asserting that they will press their demand for an increase of 7c. an hour originally made last July at the expiry of their year's agreement.

Electric Railway Employes' Wages, Working Conditions, Etc.

Hull Electric Co. - Following up the majority and minority reports of the members of the recent board of conciliation, the recommendations of which were given in Canadian Railway and Marine World for February, some negotiations have taken place between the company and the men being carried on by correspondence between G. Gordon Gale, Vice President and General Manager of the company, and J. A. Noel, representing the men. The latter wrote Mr. Gale on Feb. 6 that the employes were anxious to make an amicable settlement of the wage question, and Mr. Gale replied as follows:- "You have suggested a rate of 48c. an hour for Dec. 1921, and 46c. an hour for 18 months, to July 1, 1923. This represents an increase over the rate which became effective on Dec. 1, 1921, and while we also believe very strongly in settling these matters amicably, as indicated by our attitude during the past 10 years, we regret that it is impossible to agree to this suggestion. With the exception of in the City of Montreal you have been paid higher rates than by any other street railway in the Province of Quebec. Practically all of these companies have made reductions or have given notice of cuts in wages. It is quite possible that on July 1, 1922, a further reduction in wages may be found necessary. In order to avoid a reconsideration of this matter within a few months, and with a view of adjusting the whole matter satisfactorily, I am prepared to recommend to our directors the continuation of the rate of 43c. an hour until July 1, 1923. You, of course, know that the company has undertaken to provide a pension fund for its employes, under certain conditions with which you are familiar. To those who have been in the service for a number of years, this provision is of real and considerable value, and I, therefore, strongly urge you to give this matter still further and more serious consideration, in order that our uninterrupted relations may continue."

Mr. Noel replied on Feb. 7 that the rate suggested at the men's mass meeting on Feb. 4 was their final decision and that if the company would not accept it the conciliation board's majority award was the only alternative that would be satisfactory. Mr. Gale then wrote Mr. Noel on Feb. 9 as "follows:- "I regret to note that you have not given the employes generally an opportunity to consider the suggestion contained in my letter of Feb. 6. I have had several personal conversations during the past few days with representative employes, and I have been given to understand that the proposal to continue the present rates until July 1923 is not unreasonable. A higher schedule would naturally be more satisfactory, but they appreciate the changed conditions and the necessity for this reduction, and I believe this represents the considered view of quite a number of the men."

Mr. Noel wrote on Feb. 10 that the company's offer of 45c. an hour to July 1, 1922, and 41c. an hour to July 1, 1923, was considered at the mass meeting Feb. 4. The attitude of 96% of the men was in favor of the action taken, and the fact that in face of the majority award the men were favorable to reducing their wages 2c. an hour for 18 months was evidence that they were doing what was fair, and what the company might expect the men to do in return for what the company did for the men in 1919.

The Hull Electric Co. recently proceeded against Patrick Ripple and Joseph Mullein, alleging that they had stolen a fare box. The case was heard at the Hull Assizes, march 22-24, and resulted in a verdict of acquittal, the evidence of identity not being considered sufficient.

Refers to derailments at the crossing of Montreal street by CPR and Hull Electric.

G. Gordon Gale, Vice President and General Manager, recently wrote the Hull City Council asking permission to stop the sale of workmen's tickets. No action was taken.

01-Jul-1922 Page 375

We are advised that the protection directed to be provided by the Board of Railway Commissioners, referred to in our last issue (HER/CPR crossing) was installed last autumn. It consists of derail switches in the electric railway tracks, operated by lever controlled by the switchman, who also operates the gates at the crossing. The switches were made by Canadian Steel Foundries, and installed by the company's track department.

01-Aug-1922 Page 432

Passenger fares

01-Aug-1922 Page 429

We are officially advised that the company is laying 360 ft. of new rails, and paving on Youville St. and paving a portion of its track on Bridge St.

01-Aug-1922 Page 426

HER's one man cars. - see picture

The Hull Electric Co. has added two one-man safety cars to its equipment. The general dimensions are as follows:-

- Length of body ..... 21 ft.
- Length of front vestibule, about..... 5 ft.
- Length of rear vestibule, about..... 5 ft.
- Projection of bumper..... 6 ft.
- Width of car body over all .....8 ft. 1¼ in.
- Length over bumper..... 32 ft.
- Seating capacity ..... 41 parsons
- Standing capacity, approximately..... 26 persons

The car bodies are of semi-convertible type, wood construction, built specially for one-man operation, and single end control. The sides are straight, and sheeted vertically with narrow tongued and grooved poplar sheeting. There are 8 double sash windows on each side of the body. The top sash is made stationary and bottom sash made to raise to open. The roof is of arch type with three ventilators on each side, and adjustable grids on the interior. The underframe is of composite construction, having wood side sills reinforced with 18 x 3/8 in. steel plates, which are riveted to steel cross plates 6 x ½ in. to form a complete steel frame. The cross wood sills are of oak. The flooring: is 7/8 in. thick, tongued and grooved hard yellow pine, covered with hardwood floor matting laid lengthwise in the aisle. The interior trimming is red cherry, with no bulkheads at either end. The trimmings are solid bronze and the waist panelling agasote.

The front vestibule is 5½ ft. over bumpers and step, the opening being 30 in. wide. The door opening has folding door and step operated by air engine. The rear vestibule is circular, with an emergency exit door lift up step, controlled by air engine in case of emergency, which can then be opened by hand. There is a circular seat running around the rear vestibule, which accommodates 9 passengers; the seats are of the wood slat type. The buzzer equipment includes push buttons, the current being procured from the trolley. The front vestibule is equipped with iron pipe railing, having a short stanchion to support the fare box, with a horizontal railing at an angle to upright the stanchion at the bulkhead, which is used as a grab handle; also another upright stanchion at the bulkhead on the right coming out and forming a grab handle and a small cross rail to the same upright fastened to the corner post, forming protection to passengers on longitudinal seats. The body seats are all wood slats with pressed steel pedestals with bronze grab handles. The seats comprise 12 cross and 2 longitudinal at the front end and are hinged to accommodate sweeping. There are curtains on all side windows, on metal rollers and pinch handle fixtures. Sanitary hand straps are provided at longitudinal seats, 3 on each side. The heater equipment is Cutler Hammer, 10 per car in two circuits, controlled by a 2-knife switch. The lighting system is arranged with 15 lights, keyless lamp sockets, 10 in the body and 2 in rear vestibule, and 2 for door lights, which are protected by a metal shade, which keeps the glare off the motorman. There is one headlight of pressed steel. Storm sashes are installed on all side windows and vestibule, with window guard rods which are installed between the post and do not require to be taken off when storm sashes are installed. A buffer casting is installed on front and rear buffers, which acts as a protection to headlight and trolley catcher when cars are being placed in barns at night. A trolley catcher is installed in the rear vestibule. The air brake equipment is the Westinghouse safety car equipment for single end cars, having all safety features embodied, including the bungalow d.h. 16 compressor. The rear door, which acts as an emergency, is operated by an air engine, ensuring closing of door after emergency application. Air brakes are also provided. Air track sanders are installed on all four wheels with the Ohio air sander trap worked from motorman's valve. The draw bars are the Hull Electric Go's, standard radiating coupler, installed at each end. The painting is pullmatic green, numbered and lettered in gold. The cars are mounted on 21-E. trucks with Westinghouse 101-B motors.

The cars were built by the Ottawa Car Manufacturing Company

01-Sep-1922 Page 475

Ottawa press despatch, Aug. 22: "Following prolonged negotiations, the Hull Electric Co. has acquired large property holdings in Low tp. along the shores of the Gatineau River, including the riparian rights to the Paugan Falls, about 35 miles from Ottawa, and will, in the course of the next year, establish a hydro plant, with an ultimate capacity of 150,000 h.p. The cost of construction, it is said will approximate \$10,000,000.

01-Sep-1922 Page 481

The agreement mad between the company and its employes following the finding of a board of conciliation which sat early in the year, expired July 1. The wages payable under that agreement were 2c an hour less than the scale in operation prior to Dec. 1, 1921, when the company proposed a cut of 10% and were for motormen and conductors as follows: First 6 months 39c;second 6 months, 42c; second year, 44c; third year and thereafter 46c. Under the new agreement, which was signed recently after negotiations, motormen and conductors in the company's employ t July 1, will be paid 2c an hour less than the above rates, according to their standing, while men coming into the company's service after July 1 will receive as follows: first year, 37c; second year 39c; third year 42c; fourth year and thereafter 44c. The rates for linemen are 50c for class one men; 42c for class 2 men; and 44c for class 3 men. Overtime after 10 hours will be paid at the rate of time and a quarter.

01-Oct-1922 Page 532

2 items.

01-Nov-1922 Page 581

We are officially advised that the company is regrading its tracks on Bridge St. between Gaveneau and St. Laurent Streets and is paving its Bridge St. line between Gavendeau and Frontenac Streets.

01-Nov-1922 Page 581

Hull Electric is regrading its tracks on Bridge street between ? and St. Laurent.

01-Jan-1923 Page 38

Hull City Council is reported to have passed a motion Dec. 4 requesting the HER not to cease operating one man cars on the Wrightville line.

01-Jul-1923 Page 354

Hull Electric employes are reported to have asked for a revision of the wage schedule and for the adoption of an 8-hour day. The present schedule, which was agreed to in Aug. 1922, after a conference following the findings of a board of conciliation, and which came into operation as from July 1, 1922, gives motormen and conductors a maximum rate of pay of 44c an hour. The men are reported to being asked for a 10% increase. They now work 9 hours.

01-Jul-1923 Page 353

We are officially advised that the company is replacing the 65 lb. rails on the south end of Laurier Ave. with 85 lb. rails; and replacing the 72 lb. 5 in. rails on Youville St. line with 80 lb. 7 in. rail. The relaid track in the latter street is to be repaved with sandstone blocks. The company is also repaving the north end of the line on Bridge St. with asphalt, on concrete base. It is proposed to replace the present 56 lb. rails from mile 4 to mile 7 on the Aylmer line with 85 lb. rails.

01-Sep-1923 Page 450

A press report states that a suggestion has been made for the construction of a loop at MacKenzie Ave. via St. Patrick St. the estimated cost of which is \$150,000. Presume this is Ottawa.

01-Nov-1923 Page 549

Employes had asked for a revision of the wage schedule which went into effect July, 1922, and under which conductors and motormen's maximum pay was 44c an hour. They also asked for an 8-hour day. We are officially advised that the management consented to an increase of 1c an hour but not to any change in working conditions.

01-Jun-1924 Page 300

Company has used about 400 tons of 85 lb. steel rails, CPR T section bought from Algoma Steel Corp. on its west bound track between Deschenes and Aylmer. New sub station 26x30ft.

01-Apr-1925 Page 189

We are officially advised that the Hull Electric Company will pave about a quarter of a mile of track allowance and construct a loop and crossover in Ward 1 (?) Hull QC. The rails for the loop, which will be about a quarter of a mile long have been bought from the Canadian Pacific Railway.

01-May-1925 Page 241

The HER is, we are officially advised officially, installing a loop and loading facilities on the Aylmer line, adjoining Luna Park, where an amusement park is being laid out by the Hull Amusement Park Ltd.

01-Jul-1925 Page 361

The Board of Railway Commissioners has approved the company's plan of proposed platform covering, railing and gate arrangements for handling passengers at Luna Park, as the gates on the loading platform are within 6 ft. of the rails and therefore required approval.

## Hull Electric Company Reported Sold.

The Canadian Pacific Ry. Co. was reported, April 8, to have sold the property and franchises of its subsidiary, the Hull Electric Co., to the Canadian International Paper Co. for approximately \$4,750,000.

Confirmation, or otherwise of the report, has not, up to the time of writing, been made for either the C.P.R. or the C.I.P. Co., A. R. Graustein, President of the latter company, having said that he is not in a position to make any statement on the matter. The property consists of the electric railway lines from Ottawa to Hull, those in Hull and the suburban line to Aylmer, Que.; the local power plants, the power development project at Paugan Falls, in the Gatineau River Valley, and the land holdings purchased in connection therewith. Some details of the Paugan Falls development were given in Canadian Railway and Marine World for Oct. 1922, pg. 530, and Sept. 1923, pg. 449. It has been known for some time that the C.P.R. had received offers for the purchase of the property at different times within the last two or three years, but it was not until a comparatively recent date that any definite direction was given to the negotiations. The principal object of the purchasers, if a purchase has been made, is to secure control of the new power development, which fully developed will create a large new lake extending back from Paugan Falls for a considerable distance, connecting two small lakes in addition to covering several thousand acres of land. This development will, it is stated, entail the removal of a stretch of the Canadian Pacific's Gatineau Valley Branch to a new location, and it was reported, April 8, that engineers were making surveys therefor. It is also stated that if a sale is effected the new owners will build a stretch of electric railway from Chelsea to the pulp and paper mill at Templeton, opposite Kettle Island. The Fraser Brace Co., engineer and contractor for the C.I.P. Co., is, we are advised, building power plants at Chelsea and Farmer's Rapids on the Gatineau River, and a 500-ton paper mill at East Templeton, opposite Kettle Island on the Ottawa River. The paper company's activities extend throughout the Province of Quebec, and it also has interests in New Brunswick.

The Hull Electric Co.'s railway enterprise dates back to 1894, when Theophile Viau and associates obtained a franchise from Hull City Council, and two or three years later an electric railway service was put in operation from Hull to Aylmer, on what was formerly known as the Canadian Pacific Ry.'s Aylmer Branch. In 1899, the C.P.R. sold the Branch to the Hull Electric Co., and a second track was laid from Hull to Aylmer. In 1902 the C.P.R. acquired the Hull Electric Co., and extended the electric railway across the Interprovincial bridge into Ottawa, and subsequently extended the lines in Hull, to Wrightville and towards Gatineau Point. The railway has a total length of 16.54 miles, on which there are 14.25 miles of second track; with 3.56 miles of sidings and turnouts. It has 24 closed cars, 13 open cars, 7 one-man cars, 2 locomotives, and 9 other cars, including sweepers, etc. The company was reported to have had \$292,000 of common stock outstanding at Dec. 31, 1924, and to have \$1,919,554.78 invested in road and equipment. Its operations for 1924 showed a net income of \$29,638.90; A. D. MacTier, Vice President, Eastern Lines, Canadian Pacific Ry., Montreal, is its President, and G. Gordon Gale is Vice President and General Manager, with office at Hull.

A press report says that if the Canadian International Paper Co. has or does acquire the Hull Electric Co., the latter's electric railways may be offered for sale to the Ottawa Electric Ry. Co.

## Hull Electric Company's Sale.

In reference to the matter published in Canadian Railway and Marine World for May, pg. 256, respecting the reported sale of the Hull Electric Co.'s property, we are advised officially by Archibald R. Graustein, President, International Paper Co., New York, N.Y., that that company has arranged to buy the property from the Canadian Pacific Ry. Co., and that it will continue to be operated without change of management. Mr. Graustein was in Ottawa May 16 and is reported to have given the following information as to the developments which the Canadian International Paper Company will undertake in the Gatineau River valley. At the power developments at Chelsea and Farmers' Rapids, an additional unit will be added at each place to the four units proposed originally, increasing the maximum capacity of the Chelsea plant to 170,000 h.p., and the Farmers' Rapids plant to 120,000 h.p. There is a possibility of developing power at Six Portages, near Burbridge, to the extent of 65,000 h.p., but the principal power development will be at the Paugan Falls, from which the company will supply the 260,000 h.p. contracted for by the Hydro Electric Power Commission of Ontario. The development works to be undertaken will necessitate the relocation of Canadian Pacific Ry. tracks and the public highway from the gravel pit at Chelsea and Tenaga to Maxwell's farm, west of Cascades. The new railway track will be on a 2% gradient, as heretofore, but it will eliminate a number of curves, avoid some clay side hills, and get rid of several level crossings. Mr. Graustein also gave information of the company's pulp and paper plants in Quebec, and the projected developments in New Brunswick.

So far as the company's electric railway is concerned the Hull City Council authorized its solicitor recently to report on the matter with the object of seeing that the purchasing company assumes the same responsibility as the present company in connection with the contract with the city.

We are advised officially that Supplement 1 to tariff C.R.C. no. P-16 approved by the Board of Railway Commissioners, which became effective May 3, enables the company to carry passengers from any point on its electric railway to the Jockey Club for 25c. The original tariff authorized the company to carry passengers from Ottawa and Hull to the Jockey Club for 25c. Passengers on the Aylmer line will be given transfers to or from the Jockey Club as required.

Gatineau Power Company's Development.

The appointment of G. Gordon Gale, M.Sc., Vice President and General Manager, Hull: Electric Co., to be also General Manager of Gatineau Power Co., has aroused considerable interest in electric railway circles in regard to the latter company's plans. As stated previously, the Canadian International Paper Co. bought the Hull Electric Co.'s property from the Canadian Pacific Ry. Co., confirmed Mr. Gale in his position, and has since also appointed him General Manager of its other subsidiary, the Gatineau Power Co. A. H. White, Chief Engineer, International Paper Co., addressed the Engineering Institute of Canada's Ottawa branch recently on the company's power development projects, giving the following information: - Soon after the Riordon properties were taken over by the Canadian International Paper Co., our President, A. R. Graustein, set in motion the establishment of power plants and a paper mill to make use of the lumber and powers which were a part of the Riordon properties. The Canadian International Paper Co. is making use of Canadian talent, manufacturing facilities and labor to the greatest extent possible. The engineering designs for the power plant are being executed by Canadian engineers in Canada. The general engineering and construction work is being done by a Canadian company. In addition to this we are employing Canadian consulting engineers. Water wheels, generators, paper machines, etc., are bought in Canada. In short, we are making these developments Canadian.

The Gatineau River has a drainage area above Chelsea, Que., of 9,600 square miles. The high level of the lake to be formed by the construction of the Bitobi dam is 750 ft. above tide water. The water level below Farmers Rapids, the lowest fall in the river, is at elevation 157, making a total fall of 593 ft. in 120 miles. All this fall cannot be used. There are several points at which the fall is concentrated enough and the character of the country is such as to make developments feasible both from an engineering standpoint and commercially. The four principal points for developments are Maniwaki, Paugan falls, Chelsea. and Farmers rapids; the two latter being now in the process of development.

At Bitobi, a short distance below the mouth of the Gens de Terre, a storage dam is to be built to impound 82,000,000 000 cu. ft. of water, which, with the natural runoff below the storage dam, will give a regulated flow at Chelsea of from 8 000 c.f.s. to 10,000 c.f.s., depending upon the precipitation in any given period. The fall at Paugan falls is 115 ft., Chelsea 95 ft and Farmers rapids 65 ft., a total of 275 ft. At 8,000 c.f.s. and unity load factor, these three heads will develop 220,000 h.p. on waterwheel shafts. Higher flows will of course, yield proportionately greater powers. Of course unity load factor never obtains and the developments will utilize more than the absolute minimum flow of 8,000 c.f.s. The average commercial load factor may be placed at 60% and this load factor will require a total installation at the points named above of 360,000 h.p. on waterwheel shafts. Since the records show the average natural flow in the river to be 10,000 c.f.s. most of the time, and as there are additional storage possibilities developments will be made on the basis of at least 10,000 c.f.s regulated flow, which at 60% load factor will require an ultimate installation of 450,000 h.p. of waterwheels. If we allow 10% for losses from waterwheel shafts to the point of delivery of electric current, we will have 405,000 h.p. delivered for 60% of the time. These statement apply to Chelsea, Farmers and Paugan In addition to the above there are other heads capable of development which should bring the total of 60% load factor delivered power up to the neighborhood of 600,000 h.p.

At Bitobi, a storage dam is to be built under the direction of the Quebec Streams Commission, O. Lefebvre, Chief Engineer. The crest of this dam is to be at elevation 750, possibly 755. Three cutoff dams are necessary: at Castor Lake, Lacroix Creek and Philemon Creek. Work has commenced on this dam, cement and other necessary materials to the extent of some 10,000 tons having been taken in over the snow during last winter. The distance from the railway to Maniwaki is about 28 miles. It is expected to have this work finished by Jan. 1, 1927, at a cost of approximately \$3,000,000.

Numerous surveys and studies have been made on the development at Paugan Falls, but the work has not commenced there as yet. At Chelsea, about 8 miles above Ottawa, the construction of a dam and power house is well under way. The crest of the spillway at this point will be at elevation 315. Flashboards will hold the water at periods of low flow at elevation 318. This dam will set the water back about to Wakefield village and will necessitate moving back on to higher ground some 6 miles of the Canadian Pacific Ry. and also of the highway. The power house will be between the island and the west shore of the river. The dam between the island on the east shore of the river is to contain flood gates and across the island will be the spillway before mentioned, carrying flashboards which will go off in flood time. The power house has been designed for five Francis turbines of 34,000 h.p. each at 95 ft. head, the turbines running at a speed of 100 r.p.m. The turbines will be of the Francis vertical type and will each drive a Canadian Westinghouse generator. Turbines will be built by the Dominion Engineering Co., Montreal. Draft tubes are of the Moody type. Water after passing through the wheels and draft tubes will go into a tailrace which will extend 1,200 ft. from the power house through the channel between the island and the west shore. The generators will produce current at 6,600 volts, which will be stepped up to 110,000 volts for distribution.

At Farmers Rapids, about 7,000 ft. below Chelsea dam, we are building a hydro electric plant to contain five Francis type turbines of 24,000 h.p. each, directly connected to generators to be built by Canadian General Electric Co. On account of the short distance between the two plants the Chelsea and Farmers Rapids plants will be run in synchronism, each plant using the same amount of water at the same time. While the matter has not yet been fully decided, it is quite likely that we will have both 60 cycle units and 25 cycle units in both plants. Power from these plants will be used at the paper mill now building at West Templeton, about 4 miles below Ottawa on the Quebec side of the Ottawa River, and by others as the demand may require. It is planned to sell the 25 cycle current from these plants to the Hydro Electric Power Commission of Ontario and also to develop Paugan falls at 25 cycles. This 25 cycle current from all 3 plants would be sent into Ontario over a 220,000 volt transmission line.

The paper mill building at West Templeton will be called the Gatineau mill. The first unit will contain 4 paper machines, capable of producing a sheet of newsprint paper 256 in. wide at the rate of 1,200 f.p.m. These machines will be the largest single producers so far installed in the world. The paper mill will require some 39,000 h.p. for grinding wood and for miscellaneous needs about the mill. 3 additional electric boilers will be installed to use surplus electrical energy until such time as the demand for such energy no longer warrants its use for making steam. The paper machines, wood pulp grinder sulphite digesters and practically all other machinery used in the mill will be of Canadian manufacture. Paper machine will be furnished by Dominion Engineering Works, the steel by Dominion Bridge Company Ltd., and so on down the line. It is intended to have the power plant and paper mill finished by Jan. 1, 1927, and by July 1, 1927, to be producing upward of 450 tons of newsprint each 24 hours, days a week. The mill is being laid out so that its capacity can be doubled or trebled if conditions in the future warrant.



01-Oct-1926 Page 543

HER and the CPR gave notice on Aug. 19, that they would apply to the Board of Railway Commissioners, on Sept. 30 for a recommendation to the GIC for sanction of an agreement dated Aug. 12, 1926, leasing to the HER 2 tracks of the CPR line between Sparks St., Ottawa and Youville St., Hull together with a siding and diamond crossing, and the right to maintain shelters, ticket office, waiting room, platforms and stairways at Sparks St.

01-Dec-1926 Page 660

1 item

01-Jun-1927 Page 345

A.V. Gale reports a slight improvement in traffic conditions on the railway, A moderate increase is expected in the company's business this year.

01-Nov-1927 Page 656

A work car on the Hull Electric Company Belt Line in Hull, QC, was started by some boys on Oct 10 and ran along St. Redempteur street for two blocks until it was brought to a stop through colliding with and overturning a steam roller belonging to the city. No one was injured.

01-Mar-1929 Page 152

Hull Electric Co. -The board of conciliation and investigation appointed by the Labor Department to deal with the differences between the company and its employes, members of Division 591, Amalgamated Association of Street and Electric Railway Employes of America, presented a majority report dated Jan. 31, and a minority report dated Feb. 1. The majority report was signed by Adam Shortt, LL.D., chairman, and W. L. Best, the employes' representative. It stated that the men's application for increased wages and for changes in working conditions was dated May 30, 1928, and that the only matter which was not capable of amicable adjustment was in regard to wages, the company declining to make any increase. The employes asked for increases of from 10c to 20c an hour, which meant substantially an increase of from \$1 to \$2 a day, which "would have placed them much above most of the employes in similar positions throughout Canada," while the company claimed that under existing conditions as to fares obtained and costs involved in operating the line it had annual deficits. The report stated the evidence given in support of the men's claims as to cost of living, etc., "certainly paralleled in evidence the claims for increased wages," while on the other hand the company's reference as to increased cost of materials, etc., could not "be taken as justifying the reduction of a fair market rate for the purchase of the labor employed." After considering the matter from all points of view the chairman and the men's representative reached the following conclusions: - The employes, other than the motormen and conductors, are in receipt of wages, relatively higher than received by similar employes throughout the country. To relatively equalize the rates of wages paid by the company, the motormen and conductors should be allowed an increase of 2c an hour. If this equalization is made, in view of the general cost of living in Hull and Aylmer, where most of the employes of the company reside, the average return for their wages to the employes would be substantially equivalent to that which exists in Ottawa, the nearest comparable centre. "It is recommended that the increase of wages as here proposed, should begin from Dec. 6, 1928, when the first proceedings took place in connection with the formation and sittings of the Board."

The minority report, signed by H. P. Hill, K.C., the company's representative, a lengthy document, said in part:- "The conductors and motormen are being paid generous wages and, if the situation is to be dealt with at all, I am inclined to the opinion, from the figures furnished us, that the wages paid the other employes should be reduced." This question, however, was not raised by the company and as the situation has been in existence for a number of years, and the conductors and motormen are not complaining of it, he made no recommendation, but proceeded to consider the problem as to whether the conductors and motormen, under all the circumstances, were receiving fair and proper wages. He pointed out that the company has never earned a dividend; has during the last few years suffered losses; is operating under an old franchise, which expires on May 1; is limited to a 5c fare, and is subjected to the competition of an unlimited number of buses operating through the City of Hull and from Hull to Aylmer. The employes are entitled to fair and reasonable wages, and it is within the right of the public, which ultimately has to pay, to see that the wages paid be not more than what is fair and reasonable. The motormen and conductors have been paid 45c an hour with an additional 4c an hour when operating one-man cars, since 1923, and in comparing these rates with those paid in practically similar sized cities in eastern Canada, the Hull Electric Co.'s employes are with one or two exceptions paid higher wages than in 16 places considered. He disagreed entirely with his colleagues that the wage comparison should be made with Ottawa, and gave comparisons from wages paid different classes of labor in Ottawa and Hull, showing that speaking generally rates paid in Hull are lower than in Ottawa. He pointed out that the bus drivers running in competition with the Hull Electric Co. are paid at from 31c to 40c an hour. The agreement of 1923 must be presumed to have been fair both to the company and its employes and he concluded that for the reasons stated at length he considered that the motormen and conductors were being paid relatively generous wages.

The agreement between the company and its employes was made in June 1927 subject to being reopened on 60 days notice. It provides a per hour rate for motormen and conductors of 38c for the first year, 40c for the second year, 43c for the third, 45c for the 4th year and thereafter. Overtime was fixed at time and a half and operators of one-man cars received 4c an hour extra.

01-Mar-1929 Page 154

Hull city council instructed the solicitor to give an opinion as to whether the company is bound by the contract of 1894 between Theophile Viau and the city in which he undertook to build a line to Ironside and another to Gatineau Point, during the life of the franchise which will expire within the next few months. The council wants to know how it stands on this matter before discussing a franchise renewal with the company.

01-Jul-1929 Page 460

WE were advised officially on June 12 that no decision has been reached by the company on the question of fares in connection with the operating agreement which expired on June 2, but was extended to June 30. A 5c fare has been in operation ever since the company was given its franchise 35 years ago. An application was made in 1921 for an increase in fare in the city, but no action was taken. The fares outside the city are fixed by the Board of Railway Commissioners and new schedules have been put in operation from time to time within the last few years, but these are in no way affected at present. The 5c fare has not proved remunerative.

01-Jul-1929 Page 458

Wages

01-Jul-1929 Page 459

We are advised officially that the portion of the agreement with the City of Hull which gave it an exclusive franchise to operate a street railway in the city was due to expire on June 2, after being in operation for 35 years, the other portions of the agreement not being affected. The city council, on May 28, extended the agreement to June 30, and it was expected that a new agreement would be made by that time.

01-Aug-1929 Page 521

The City Solicitor of Hull was instructed, July 9, to prepare a new contract for the operation of the electric railway in the city, for submission to the company. It was expected that the terms of the contract would be settled by July 31, for which purpose the operation of the old contract was extended for a further 30 days.

01-Sep-1929 Page 579

Hull Electric Co.'s Franchise.

The agreement under which Hull Electric Co. operates its electric railway in Hull, Que., was due to expire in part in June, and the city council extended its operation for 30 days to permit a new agreement to be made, and as the matter had not been settled by July 9 a further 30-days' extension was given, the City Solicitor being instructed to prepare a draft agreement for submission to the company. Louis Bertrand, notary public, after several meetings of the council, drew up a draft agreement which was forwarded to the company, and was considered at a meeting of the council on July 25, at which A. V. Gale, General Manager of the company, was present. He said that the company wished to give the best service to every section of the city; people should recognize that railway service is a public utility operated for their general benefit. The company was not holding anything back and would be satisfied to have an auditor investigate the railway's revenue in order to ascertain where it stood. The draft agreement proposes to grant the company the privilege of operating a street car service in Hull for freight and passengers with exclusive rights, and provides that the most modern equipment and material be used in the construction of lines and for the operation of the service; if the city finds that the lines are not kept in good condition it can, after giving 8 days' notice, start making the necessary alterations, charging the company therefore; the construction of additional lines is provided for; also matters affecting snow-cleaning, poles for overhead work, paving, etc. The location of all carhouses and other buildings within the city limits is provided for; also the operation of a 7-minutes' car service between 5.30 a.m. and 12.30 a.m. The city desires the present 5c fare for adults within the city to be retained with 25 tickets for \$1, to be used between 5.30 and 8.15 a.m. and between 5 and 7 p.m.; and half fare for children. The council suggested that provision be made for the settlement of differences by arbitration, it being desirous of doing away with the necessity of appealing to the Board of Railway Commissioners. The company submitted a tentative draft agreement on Aug. 14, the principal points of which are: - Agreement to a uniform fare all over the city; no mention of the fare to be charged; option of notice of one year before expiration of 10-years' agreement, that appeal will be made to government authorities for increase in fare if desired by company; agreement to improve conditions in company's tunnel station at Ottawa terminal due to smoke; agreement to use both English and French on tickets, transfers, notices, etc.; agreement to pay flat sum to city for paving of street car streets; demand for exclusive rights to operate and maintain a transportation system in City. At a meeting of the city council on Aug. 19, members expressed disapproval of the company's proposals and recommended that the draft agreement prepared for the council be given first consideration.

01-Dec-1929 Page 771

Hull Electric Co.'s Railway Franchise.

The franchise under which the Hull Electric Co. operates its electric railway in Hull, Que., expired June 30, and the city council extended its operation for 30 days to enable a new agreement to be framed, subsequent extensions being given, owing to a new agreement not having been drawn up. A draft agreement prepared on behalf of the city and a draft agreement prepared by the company, were summarized in Canadian Railway and Marine World for September, pg. 579, discussion on which has continued. At a council meeting on Nov. 14, a proposed agreement was considered and approved, as representing the council's final proposals to the company. Among some of the conditions proposed are the following:- That all wooden poles be replaced by iron poles; that service be maintained from 5.30 a.m. until midnight; that 60% of the company's employees be chosen from Hull citizens; that the Board of Railway Commissioners be ignored and that all disputes be settled by arbitration, with a board composed of representatives of the city and company and of a third member appointed by a Supreme Court judge; that the carrying of freight on the company's railway lines be obligatory; that the same tariff, that of 5c, be applied in all parts of the city and from every point to every other point; that all paving blocks between tracks be removed and replaced by regular street paving; that no one-man cars be operated. The council asks that 25 tickets be sold for \$1 to workmen between 5.30 and 8.15 a.m., and from 5 to 7 p.m. The proposed agreement is to be for five years. A new clause, not in the agreement which expired this year, is the business tax to be imposed upon the company, the proposed amount being of \$4,000, which does not include municipal taxes on real estate owned by the company within the city limits. The company to be responsible for the paving of streets where there are railway lines, and also for the removal of snow during the winter.

01-Jan-30 Page 42

The HER announced recently that it was in the market for manganese steel frogs, with corresponding combination plates, switches and special rails.

01-Apr-30 Page 234

Will in the near future relay 2,400 ft. of single track in Main Street, Aylmer, with 85 lb. CPR standard T rails to replace 65 lb. T rails. It has ordered special track work for Youville St. and Laurier Ave., Hull from United States Steel Products Co. It reported recently that it was in the market for 65 tons 85 lb. T rails, CPR standard.

01-Apr-30 Page 237

Franchise

01-Jan-31 Page 45

The HER is going to renew two double track curves, one at the Interprovincial Bridge at Youville Street and the other at Main and Hotel de Ville Streets, Hull. The special track work has been ordered from Bethlehem Steel Export Corporation.

01-Apr-31 Page 238

HER franchise

01-Jun-31 Page 398

HER franchise

01-Sep-31 Page 592

HER franchise agreement

01-Oct-31 Page 654

The franchise agreement, a complete summary of which was given in p. 592 contains three schedules giving details of proposed service routings and headways, the agreement providing that the company would operate each service for two weeks in turn, the city to then indicate its preference for one of the services. It also provides that if the city did not indicate its preference within 15 days after the termination of the last two week period, the company can place in permanent effect whichever service it chooses. On Sept. 14, when new fares, details of which were given in the September issue, and which were provided for in the new agreement, went into effect, the company changed its car routing as regards its belt line services to conform to suggestions by the city authorities. It was subsequently reported that the changed service was not meeting with public approval and that a petition protesting against it was being circulated.

01-Dec-31 Page 779

WE were advised officially Nov. 12 that the company was replacing 65 lb. T rail on Boulevard St. Joseph and Mountain Road, Hull with 85 lb. CPR standard T rail, the work involving 0.47 mile of single track. We were also advised that the company would shortly thereafter construct a siding at Laurier Ave and Guiges St. with a secondary siding on Guiges St., the total length of both sidings to be approximately 600 ft. The company has secured from Algoma Steel 65 gross tons of CPR standard 85 lb. T rail with angle bars, etc.

01-Jan-32 Page 33

Shareholders decided to move the company offices from Montreal to Hull. Great interest was shown in results obtained from the weekly pass which had been in use in Hull for some two months. It is sold for \$1.25, is transferable, and can be used as often as desired during the week of issue. It is very popular with those who make frequent use of the cars and buses, the average cost per trip being less than 4c, compared with 6 1/4 c. for the casual traveller. In order to assist Hull people in their shopping for Christmas and the New Year, it was decided to sell the weekly pass for 41 for the weeks commencing Dec. 14, 21 and 28, 1931. Plans for securing new industries were studied, and no effort will be spared to provide adequate transportation facilities for prospective industrialists.

01-May-32 Page 265

Wages

01-May-32 Page 268

1 item

01-Jul-32 Page 373

HER recently built a siding to the British American Oil Co property at the north end of Laurier Ave. Hull, and a double siding to Supertest Petroleum Corporation and Shell Oil Co. of Canada plants on Gigués St. The company has ordered special track work from Canadian Steel Foundries, for replacement of parts of special work at the Youville St.-Laurier Ave and Main St-Bridge St. intersections in Hull and contemplates buying 15 tons of 82 lb. T. rail.

01-Nov-32 Page 585

Street car and bus service

01-Jan-33 Page 25

HER advised Dec. 12, 1932 that I was in the market for a small track grinding machine.

An application by the HER to Quebec Public Service Commission for approval of electric railway and bus schedules involving reductions in service in Hull was mentioned in our Nov. issue, it being stated that the city council had refused to sanction the reductions proposed. The franchise agreement between the company and the city entered into Aug. 7, 1931, for five years from Sept. 1, 1931, provides that the company may make changes in its service, and that if the two parties cannot agree the Public Service Commission is to act as arbiter. The commission authorized Lucien Masse, a chartered accountant, to audit the company's accounts and to report to them. The commission held sittings at Hull, Nov. 24 and 25, 1932. We are advised officially that matters contained in Mr. Masse's report were discussed and that the commission decided that a further hearing would be necessary. and fixed it to be held at Hull Jan. 3. A report dealing with the information prepared by the company for submission to the commission states that the company had a deficit of \$74,148 in operating its electric railway and bus service in Hull, in the 21 months ended June 30, 1932 and that on the Val Tetreau, belt line and Wrightville routes, in Hull, earnings were 26c per vehicle mile during the nine months ended June 30, 1932, with operating cost of 33c per vehicle mile, the operating loss having been \$29,840. The loss in 1931 was \$44,308. The reduced service schedule which the company submitted to the city authorities provides for a reduction in car and/or bus miles of 173.24 miles per day, equal to 11.35%.

01-Feb-33

Page 76

1 item

01-Apr-33

Page 184

The Hull City Council considered on March 13 the unwelcome prospect of the city losing the street railway service provided by the HER. The council had before it a letter from C. Gordon Gale saying that the company's officers had been authorized to take whatever steps they consider necessary to terminate the monthly deficits being experienced. Mayor Lambert is reported to have told his colleagues that the company would terminate its transportation operations in Hull if losses continue as large as they have been. The council decided to seek a meeting with the company's officers to discuss steps which might have to be taken to enable the service to be retained. The city and the company are awaiting at the time of writing, a decision from Quebec Public Service Commission, on an application by the company for authority to reduce its electric railway and bus service in Hull, the hearings upon which were dealt with on p. 76, Feb. issue.

01-Aug-33

Page 388

Hull council decided late in June, by 7 to 6, to permit the company to operate a reduced transportation service for 30 days to see if it would prove adequate to the public. The company had asked for relief from the cost of snow removal on streets carrying street car tracks and exemption from business tax, but the council did not take any action on these requests.

01-Oct-33

Page 474

The HER will replace part of special trackwork at junction of Montcalme St. with Aylmer Road and at the spur from Aylmer Road at Eddy Park, the special trackwork having been ordered from Canadian Steel Foundries. 15 tons of 82 lb. T rails will also be used.

01-Nov-33

Page 525

The HER with the approval of the city authorities, has curtailed its Wrightville route electric railway service, straight 10 minute service now being operated. Formerly the headway varied from 6 to 10 minutes, in accordance with traffic conditions. The car mileage saved by the curtailment is 242 miles a day. The company is confining its belt line service to Hull only, transfers being given to passengers desiring to transfer to Ottawa. The mileage saved is approximately the same as that saved by the Wrightville line curtailment.

01-Feb-38

Page 74

The HER is reported as having communicated with the Hull city council with a view to securing a new franchise agreement with the city. This action is said to have been taken following a meeting of the company directors on Jan. 21, and a draft of a suggested new franchise was forwarded to the city clerk. The original franchise expired Sept., 1936 and since November of that year, the fare has been 5c, it having been 7c previously. The company is seeking relief from the obligation of removing snow from streets in Hull on which there are electric railway tracks, and also wishes to be relieved of the business tax which is imposed upon it. A communication to the civic authorities from J.A. Millar, counsel for the company, stated that, while the 5c fare had secured an increase in the number of revenue passengers carried, it was not sufficient to compensate for additional outlays which were made by the company to improve the service. It was stated also that at the present time the revenues are barely sufficient to cover expenses.

01-Nov-39

Page 564

Official advice of Oct. 17 is that formation of a board of conciliation and investigation operating under the Industrial Disputes Investigations Act, was authorized by the Dominion Minister of Labour, Hon. Mr. McLarty, to deal with a dispute between the HER and its employees who are members of division 591, Amalgamated Association of Street and Electric Railway and Motor Coach Employees of America. the formation of a board was applied for by the employees. The dispute has its origin in a request by the employees for cancellation of wage reductions which were made effective in 1932 and 1933.

On the recommendation of the company, H.P. Hill K.C. was appointed a board member representing the company, and on the employees recommendations Alexandre Tache K.C. MPP for Hull was appointed a board member to represent them. At the date of our advice, Messrs. Hill and Tache were conferring with the object of submitting a recommendation for a third member to act as chairman of the board, being required under the terms of the Industrial Disputes Investigation Act.

01-Dec-39

Page 613

Official advice of Nov. 21 was that, in the absence of a joint recommendation from Messrs. Hill and Tache as to the appointment of a chairman for the board, the Minister of labour appointed Mr. Justice Lucien Cannon, of Quebec, as the board's third member and chairman.

01-Jun-41 Page 327

A Montreal press despatch of May 15 stated that a board of conciliation had recommended to the Dominion Minister of Labour, in a report submitted on that date, that wage increases of 1c to 5c an hour be awarded HER employees; also, it was suggested that time and a half be paid for overtime and that the increases be retroactive to April 1.

01-Jan-42 Page 37

A special committee of the Hull City Council was formed in the latter part of November to study the terms of the electric railway contract between the city and the Hull Electric Co. The franchise in Hull is reported as having expired in September last.

01-Apr-42 Page 223

It was reported from Hull, March 12, that preliminary discussions had been held between members of the Hull City Council and J.R. Binks and Z. Boucher representing Hull Electric Co. A few weeks previously, a special committee of the council had given study to the making of a new franchise agreement with the company, and had submitted a report to the council on the matter. Following the recent discussions, the council decided to appoint a committee to meet with a committee of the company directors, for further discussion.

01-Feb-43 Page 88

A Hull press dispatch of Jan. 15 stated that the city council had decided that traffic experts will be engaged to study the HER service and that their reports will be submitted to the Transit Controller, George S. Gray.