
Kingston, Portsmouth and Cataraqui

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

01-May-1898 Page 80

The Kingston Electric railway's extension from Princess Street to the lower GTR station is expected to be completed in June.

01-Jun-1898 Page 109

The Kingston Branch of the Lord's Day Alliance recently applied to the Attorney General for a fiat against the S.R. co. for running cars on Sunday. The Attorney General's reply was "It appears that the Co. have no intention of systematically running its cars on Sunday. Though the cars ran on the Sunday preceding the Queens birthday, this was in consequence of there being a large number of volunteers in Kingston and many visitors who were desirous of seeing the camp. Under these circumstances it is thought a fiat should not be granted on the present application, but should the cars at any time be run regularly on Sundays a fiat will be issued.

01-Nov-1898 Page 242

Ontario Court of Appeal Nov. 16. Judgement was given on appeal by plaintiff in favour of defendant (City v. Street Ry.) The action was brought to compel the defendant to keep its cars running over the whole of its line of railway during the whole of each year pursuant to agreement.

01-May-1899 Page 153

B.W. Folger says the Co. will extend its tracks to Cataraqui this summer.

01-Jul-1899 Page 218

Ontario Park is to be divided, one part for recreation with free admission, the other for baseball, lacrosse, horse races, etc. A race track will be made and a grand stand erected.

01-Jul-1902 Page 240

The KC&P has purchased the equipment of the Belleville Traction Co. consisting of 4 cars, 2 trucks, 5 motors, wires, trolleys etc.

01-Jan-1903 Page 14

The KC&P has refitted one of the motor cars bought from the Belleville Traction Co. and put it in operation.

01-Feb-1903 Page 41

The KC&P has extended its line to the Queens athletic grounds, Kingston.

01-Jun-1903 Page 207

Capt. J. Gaskin of Kingston, as a result of his carriage being run into by a street car there on May 24, had three ribs broken. He will be laid up for some time.

01-Jan-1904 Page 3

Application has been made for an extension of the switch on Princess st. to Clergy st. and the matter has been referred to the Kingston city solicitor.

01-Mar-1904 Page 78

The Kingston city council has declined to grant permission for the extension of the switch on Princess Street and the company has withdrawn its services from all lines. The Company says that all it is required to do by the terms of the franchise is to run a car over the line every six months. The city authorities have applied to the Ontario legislature for an act providing that the company shall forfeit \$100 per day for each legal day that the cars are not operated, and also for power to purchase the line as a going concern at a valuation after giving six months' notice of such intention.

01-May-1904 Page 149

An act was passed at a recent session of the Ontario legislature on the application of the Kingston city council amending its agreement with the Kingston Street Ry., now part of the KP&C by providing for the payment of a fine of \$100 per day for every day during which the Company neglects to run its cars; and for the forfeiture of the charter if the Company makes default of five successive days. In the event of an order of forfeiture being obtained the city may take over the Company's line at a valuation as provided for at the expiration of the franchise. A clause in the agreement giving the Company power to close the line in winter and to substitute a service by sleighs was struck out, and the consequent provision of a continuous service winter and summer was provided for.

01-Dec-1904 Page 429

The Kingston City Council has been recommended by the fire and light committee to increase by 25% the charge for power for operating this railway. The present charge is \$6,000 a year, which the committee states, is less than the actual cost of supplying the power. The city has recently taken over the company supplying power and lighting to the city.

01-Apr-1905 Page 165

The KC&P has been closed down, the bond holders having taken possession and being unable to obtain power from the Kingston city council at a rate which the council says is less than cost. The indebtedness is said to be about \$150,000 and it is stated that the bondholders have not received and interest for some years.

01-May-1905 Page 207

The Kingston City Council engaged a special accountant to examine the company's books with a view of considering the question of the city taking over the line. The report presented April 4, showed that in addition to the present outstanding bond issue of \$200,000 there were outstanding liabilities of \$80,000. No interest has been paid on the bonds. The total capital invested was stated to be \$215,000. The council decided not to grant any concessions to the company pending arrangement of its various entanglements. It is expected that the bond holders will arrange to have the line sold, as the council, at its last meeting, declined to purchase the line.

01-Jun-1905 Page 259

The line has been advertised for sale by the bondholders, by tender. The line comprises nine miles of track, and has recreation park facilities. The car barn, 23 cars, two sweepers and a motor are also included in the sale.

01-Jul-1905 Page 315

No offers were received for this line which was advertised for sale by the bond holders/ The city council, which has the matter of purchase, under revised conditions, under consideration, has directed the company to remove its generators from the corporation power house.

01-Aug-1905 Page 373

An agreement has been reached between the city corporation and the bond holders of the company as to the concessions to be given to a new company to take over the line. The summarized concessions are as follows;

Power at 1.66c a kilowatt hour

The right to double track any portion or portions of line

The right to cut out the Williamsville branch

Reduced service from Sept 15 to June 15

Exemption from taxpaying for 25 years

Relief from paying part of the cost of removing snow from the streets and from keeping roads between tracks graded

It is understood that the bonds have been turned over to the new company for \$70,000 and that an additional \$8,000 or \$10,000 will be expended upon improvements. The principle people in the new company are W.F and H.C. Nickle; G & H.W. Richardson. The car service was resumed July 11.

01-Jan-1906 Page 35

The erection of the power plant by the newly organized company has been completed and the cars have been operated by it for over a month.

01-Aug-1908 Page 585

Arrangements are being made, it is stated, for the submission of a by-law at the city elections in Jan. 1909, in favour of the municipal ownership of the street railway. It has been discovered, a press despatch states, that the city light, heat and power plant has been supplying the company with power at a loss. The company pays the city 1.66 cents a kilowatt at the switchboard, and it costs the city 1.94 cents a kilowatt to produce it.

01-Feb-1909 Page 139

The KP&C Ry.'s car barns were destroyed by a fire which occurred at Kingston Jan. 13. All the cars but two were saved. The loss is estimated at \$10,000.

01-Jul-1909 Page 524

A letter has been sent by H.W. Richardson, President, to the Kingston City Council offering to sell the line to the city for the sum equal to that invested in 1905 plus 6% interest. The operating of this line has not paid the company. The company purchases its power at 1.66c. a kilowatt hour. The matter is being considered by the finance committee.

01-Jul-1909 Page 525

The question of the operation of the street railway in Kingston is likely to remain unsettled, the directorate being divided on this subject. H.W. Richardson, the President, is opposed, whilst W.F. Pickle, the Secretary-Treasurer, is favourable to the running of cars on Sunday, which it is claimed the company's charter permits.

01-Aug-1909 Page 609

A letter was received by Kingston City council, July 8, stating that if no readjustment of the present condition of affairs can be made the company will discontinue giving service. The company will not take a bonus to operate the line but is prepared to sell at a price. If nothing can be arranged the service will be given up and the company will take its loss to date.

01-Nov-1909 Page 847

The company and the Kingston city council have under consideration the terms of an agreement for the supply of power by the city for the operation of the street railway. The council offers power at a certain rate for a term of three years. The company accepts the rate but asks that the term be for five years.

01-Dec-1909 Page 929

The city council of Kingston decided Nov. 23 that it could not grant a five year agreement for the supply of power to the company. It was, however, finally decided to offer an agreement for five years at \$1.20 per kilowatt hour, the city to have the right of cancelling it at the expiration of three or four years.

01-Jan-1910 Page 57

The KP&CRy. ceased running its cars in the city Nov. 23 following a resolution of the City Council not to enter into a contract for the supply of power for longer than three years except that it had power to cancel the agreement on giving six month's notice in the fourth and fifth years. On the following day the company commenced to take up the tracks at the car barn, with the result that negotiations as to power were resumed. An agreement was finally arrived at on the basis of the city's terms, the new clause providing that the company will pay \$500 interest and depreciation if two new boilers are needed in the power house. The car service was renewed Nov. 27.

01-Jun-1910 Page 495

An arrangement has been made by which the company will be permitted to remove its track on the Williamsville line, which is at present unused. It is agreed that the company's rights over the street will not be impaired by the removal of the tracks.

01-Aug-1910 Page 682

The Kingston board of works has decided to ask the company if it will pay a share of the cost of new rails and ties and a concrete foundation should Princess and Kings Streets be relaid. It was stated at the meeting of the board, July 8, when this decision was reached, that the President of the company stated that it would not pay anything.

01-Aug-1911 Page 781

The KP&C, which recently commenced operating a Sunday service, has declined to accede to the request of the Lord's Day Alliance to discontinue the service. The company's franchise allows the operation of cars on Sundays, and the management states that so long as the majority of the citizens desire it, the cars will be run.

01-Aug-1912 Page 419

Superintendent Mickle recently announced that cars would be run on Sundays only in very warm weather.

01-Nov-1912 Page 573

The city council of Kingston has under consideration the question of repairing certain streets on which the electric railway is being operated, and of having new steel rails laid at the same time. The matter is being negotiated between the parties.

01-Dec-1912 Page 623

At a meeting of the Kingston city council, Nov. 14, it was decided to ask the company if it was willing to sell its line to the city.

01-Jan-1913 Page 39

H.W. Richardson, President, has informed the Kingston city council that the line is not for sale. The city desired to obtain an option on the property with a view to settling certain matters as to which there is a difference of view between the council and the company.

01-Apr-1913 Page 185

An agreement has been signed between the company and the Kingston city council under which the Princess Street line is to be reconstructed.

01-Dec-1913 Page 594

H.C. Nickle, Superintendent of the Kingston, Portsmouth and Cataquai Electric Ry. is reported as stating that after Oct. 1, 1914, a ten minute service will be given between 11 a.m. and 7 p.m. all the year round. At present a ten minute service is given between these hours, during the summer.

01-Dec-1913 Page 593

We have been officially advised that it is the company's intention to lay a second track on portions of King and Princess Streets in the early spring, provided the city is in a position to undertake the paving of the same and that on completion of the second track the company will operate a limited ten minute service all the year round.

01-Mar-1914 Page 135

Press reports state that a contract has been let to a US firm for the supply of steel rails to be used in relaying the lines on King and Princess Streets.

01-Apr-1914 Page 184

We are officially advised the company has ordered in the US 130 tons of 90 lb. steel rails ASCE section.

01-Jun-1914 Page 283

The company has expressed its dissatisfaction with the specifications for track bed work on Princess Street prepared by the city engineer and has suggested that the Chief Engineer of Construction, Montreal tramways be called in to settle the matters about which differences have arisen. The city council has approved of the suggestion. The city has let the contract for the paving of the street and the company has its rails, ties, etc. on hand, ready to proceed with the work as soon as the track bed is prepared.

01-Jul-1914 Page 335

Work was started on putting in the foundation for relaying the tracks on King Street, May 25, and the entire work is reported to have been completed. It is also reported that the laying of a second track on Barrie and Alfred Streets has been finished. The relaying of tracks on Princess Street is completed and service was started over the new tracks June 17.

01-Oct-1914 Page 477

The KP&CERY. turned all its gross receipts on Sept. 19 to the Canadian Patriotic Fund.

01-Mar-1916 Page 115

This company has advanced its conductor's and motormen's wages, the following table showing the old and new rates per day.

1st 3 months--\$1.50 (old) \$1.75 (new)

2nd 3 months -- \$1.55 -- \$1.85

2nd 6 months -- \$1.60 -- \$1.90

Under the old schedule, after the 2nd 6 months, the pay was advanced 5c. a day every 6 months till \$2 was reached. Under the new schedule the pay is to be advanced 5c. a day after every year.

01-Nov-1917 Page 446

The KP&CRy is employing some women conductors.

01-Aug-1918 Page 350

The KP&CRy. has 11 female conductors, no males being employed. Some of them have been working over 6 months. They are paid \$2.25 a day, and the management has experienced no difficulties in employing them and states that their work has proved most satisfactory. No male conductors were discharged, but as vacancies occurred women were employed.

01-Apr-1919 Page 202

Women conductors on the KP&CRy. The KP&CRy. issued notice recently that no more women would be engaged as conductors. We are advised that the company has found women to be most satisfactory as conductors, that it is not discharging any of them, and that when their services are dispensed with entirely it will be due to the fact that there is an abundance of male help labor.

01-Feb-1920 Page 81

We are officially advised that the company will make necessary repairs to its track but is not contemplating any new construction.

01-Sep-1920 Page 502

A press report, Aug. 26, stated that the Kingston City Council had under consideration an application from the company for permission to do away with the sale of tickets at reduced process, and to charge a straight 5c fare.

01-Aug-1921 Page 437

The KP&CRy. has the right to operate cars on Sundays but ceased to do so about 10 years ago, as it did not pay. A car service was put in operation over the lines on Sunday, July 10, to enable people to get to Lake Ontario Park, and will, we are advised, to continued temporarily. A cash fare of 5c. is charged, with 15 tickets for 25c., same as on weekdays, and children's tickets are sold 2 for 5c.; workmen's tickets are not accepted. The cars are being operated on /Sundays from 10 a.m. to 10 p.m. H.C. Nickel, who is General Superintendent of the company is also Mayor of Kingston.

01-Mar-1922 Page 150

We are officially advised that the Company contemplates the reconstruction of 3,800 ft. of track on paved streets in Kingston, to be relaid with 90 lb. A.S.C.E. rails.

01-Sep-1922 Page 478

Kingston City Council at a special meeting recently, authorized the amending of the section as to fares in the company's charter. We are officially advised that the fares hitherto have been: cash 5c; tickets 4 for 25c; children's and workingmen's tickets 8 for 25c, workingmen's tickets being good between 6.30 and 7.59 a.m. and between 5 and 6 p.m. The increased fares authorized are: cash fare 7c; four tickets for 25c; workmen's tickets good during the same hours as heretofore, 6 for 25c; children's cash fare 5c or 8 tickets for 25c, for children between 5 and 12 years. The new fares are expected to be put into effect early in September. Application will be made to the Ontario Legislature for confirmation of the agreement under the Railway Act.

01-Sep-1922 Page 479

A press report states that in connection with the increase of fares granted, the company proposes to relay certain portions of its track in connection with the paving of streets by the city council.

01-Oct-1922 Page 534

The KP&CRy expects, we are officially advised, to rebuild about 1,500 ft. of track next spring. It will be relaid with 90 lb. T rails. The work is rendered necessary owing to the Kingston City Council desiring to de certain paving work.

01-Apr-1923 Page 185

The KP&C, we are officially advised, is in the market for 1,300 ft. of 90 lb. rails, A.S.C.E. section.

01-Apr-1923 Page 183

A bill was introduced in the Ontario Legislature recently to confirm a city bylaw dated Aug 22, 1922, amending the company's franchise by substituting a new fare schedule.---Policemen in uniform and city detectives wearing badges are to be carried free. The bill passed the private bills committee March 21.

01-Jun-1923 Page 289

The Ontario Legislature confirmed City of Kingston's bylaw 40.

01-Dec-1923 Page 600

A press report states that Kingston City Council has approved of the company's plans to extend its tracks for 125 ft. on King Street.

01-Jun-1925 Page 293

Fares

01-Sep-1925 Page 467

The KP&C has declined to operate its cars on Sunday Aug. 2 during the old home week celebration in Kingston, H.C. Nickel, Superintendent stating that Sunday car operation has never been profitable in the city.

01-Feb-1926 Page 90

KP&C started selling on Jan. 1, a weekly pass for 75c. The passes are issued only on Mondays, are good on all cars for one week from date of issue and are transferable.

01-Mar-1926 Page 142

A letter from T.A. McGinnis and H.C. Nickel on behalf of the KC&PRy. was read at a meeting of the Kingston City Council Feb. 8, stating that if the council desired to buy the railway, the company's books were at its disposal with a view to arriving at a valuation for the property. The letter stated that no dividend has ever been paid on the common stock, and that although the interest on the bonds had been met the returns were small. It is now difficult to make running expenses due to the increasing motor traffic and the local industrial depression. The company, at the city's solicitation, expended comparatively recently \$25,000 for track equipment on paved streets. It was difficult to state how long the present conditions can be continued. The council did not discuss the letter, but directed it to be filed for future reference. The Kingston Whig stated editorially that the present owners have kept the railway going for the benefit of the city, and are giving the people a very valuable service for a 5c fare. The company, we are advised, has never been able to establish a depreciation fund, or even a renewal fund, and has lived from hand to mouth for about 30 years.

01-Aug-1926 Page 433

The Kingston Public Utilities Commission was reported, July 13, to have offered to supple the KC&PRy. with electric power at 75c a kilowatt hour, based on cost, compared with a previous rate of \$1.20.

01-Feb-1927 Page 92

W.F. Nickel, President and other officers of the railway attended a meeting of the Kingston Public Utilities Commission, Jan. 14, to discuss the price of power supplied to the company by the commission. A press report says that the company's officials intimated to the commission, early in 1926, that unless it was given a substantial reduction in the rate for power it might not be able to continue the service; the commission subsequently offered power at 65c, and at 75c, but neither offer was accepted. Mr. Nickel informed the commission that owing to a falling off in business as a result of increasing motor traffic the company found that it would be impossible to continue operating the line unless there was a radical reduction in operating expenses. The staff had been cut to the limit and wages were at a minimum. The power rate of \$1.20 per k.w. hour was not satisfactory; and exemption from taxation was one way out. The commission and the company representatives discussed the matter fully but no decision was reached. We are advised officially that the company is only asking the commission to supply power in accordance with the contract, which says that the company is to be charged only for the extra cost of the extra kilowatts required to operate the railway.

01-May-1927 Page 287

The KCPRy. has been negotiating for some time with the Kingston Public Utilities Commission regarding the rate to be paid for power supplied for the operation of the railway. Some information as to the negotiations was given in Canadian Railway and marine World for Feb. pg. 92C. The difference is as to the interpretation of the agreement in regard to the cost of power, which was fixed at \$1.20 per kilowatt hour when the city used steam for generating power. For some time the city has obtained its power from the HEPC and it is claimed that the cost is less than it was when the city had a steam plant. An offer to supply power at 65c per kilowatt hour from Jan. 1, 1926 is reported to have been refused, as the Commission will not say what is the actual cost of power. The company says it does not want any bonus but only its right to have power at actual cost under the terms of its franchise. As no settlement could be reached W.F. Nickel, President, was reported to have notified the city that the railway would cease operation after April 30. It is said that if the railway was given power for next to nothing, its service would, even then yield little profit, so deep have automobile and taxis cut into its business. Kingston has had street car service since 1876, and electric cars since 1893. The company reduced fares recently from 7c to 5c in an effort to increase traffic.

A Kingston press dispatch of April 27 stated that the railway will continue to operate at lease until the end of the franchise in 1934, the Public Utilities Commission having agreed to pay the company \$15,000, and to wipe out 15 months unpaid accounts for power up to may 1, 1927, which are stated to aggregate \$4,200.

01-Jun-1927 Page 346

The company notified the Kingston City Council that it would cease operating its cars on April 30. As a result of negotiations entered into with the company, the city's public utilities commission, which supplies power to operate the railway, agreed to wipe off all the company's indebtedness to it from Jan. 1, 1926, to May 1, 1927 and to pay the company \$15,000 in return for which the railway will be operated until the franchise expires in 1934. From May 1 on, the rate to be charged for power was fixed at 65c. The principle difference between the company and the city was the rate charged for power since the city ceased generating it by a steam plant and bought it from HEPC. Under its franchise the company is entitled to power at cost, and it claimed that the rate charged by the city was such that the city was making a profit and was indebted to the company for between \$20,000 and \$30,000.

01-Jun-1927 Page 425

1 item

01-Jun-1927 Page 345

H.C. Nickel, General Superintendent. Revenue is not as large as it was in 1921, but was larger in 1926 than in 1925. Passenger revenue for the calendar year 1926 was \$51,570 compared with \$51,293 for 1925. The large number of privately owned automobiles in the city is responsible for the passenger revenue being smaller than it was some years ago.

01-Nov-1927 Page 656

KP&C reported Oct. 22 that a number of its cars in the car house have been defaced by blue enamel having been applied during the night. The damage, estimated at \$1,000 is ascribed to Queens University students who are said to have run amuck following convocation.

01-Apr-30 Page 232

Fire

01-May-30 Page 313

Electric railway or bus

01-Jun-30 Page 371

1 item

01-Jul-30 Page 458

A press report of June 18, stated that a start has been made on taking up the company's tracks, the first spike having been drawn by H.C. Nickel, General Superintendent. This is the result of the fire which destroyed the company's car house and all its rolling stock except one car, on March 1, and the vote of the Kingston people in favour of entering an agreement with Kingston City Coach Co., a Colonial Coach Lines subsidiary, for provision of bus service in the city.

01-Aug-30 Page 525

It was reported from Kingston, July 14, that the Mayor would ask the city council to decide whether the company's rails would be allowed to remain in the paved streets or be taken up. On July 18 it was reported that the council had decided to buy the rails and track appliances on the paved streets for \$5,500 and to have them removed in the autumn by its works department.

01-Sep-30 Page 585

The Kingston City Council is reported to have decided, at a special meeting on Aug. 18, to buy from the KP&CR which has ceased to operate, its park property on the lake Ontario waterfront, with equipment for \$17,500.

01-Nov-30 Page 723

The KP&C passed out of existence Oct. 7 when the last employee was paid off. It started operation about 53 years ago, but did not resume running after a fire in March last, which destroyed its car house and cars.